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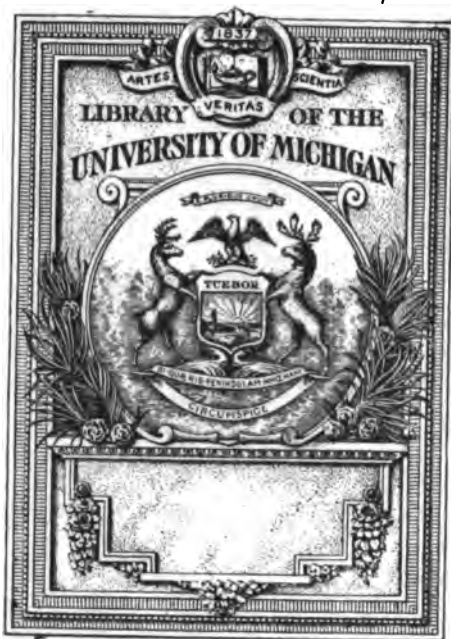
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THE DISCOVERY OF AUSTRALIA

ALBERT F. CALVERT
F.R.G.S.



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1902

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THE DISCOVERY OF AUSTRALIA.



PRINCE HENRY THE NAVIGATOR.

THE
DISCOVERY OF AUSTRALIA.



BY

ALBERT F. CALVERT, F.R.G.S.

AUTHOR OF

"THE EXPLORATIONS OF AUSTRALIA."

"THE ABORIGINES OF WESTERN AUSTRALIA."

"MY FOURTH TOUR IN WESTERN AUSTRALIA," ETC., ETC.

SECOND EDITION.

London:

DEAN & SON, LIMITED, 160^A, FLEET STREET, E.C.

1903.



WINDY HEART THE NARRATOR

THE

DISCOVERY OF AUSTRALIA.



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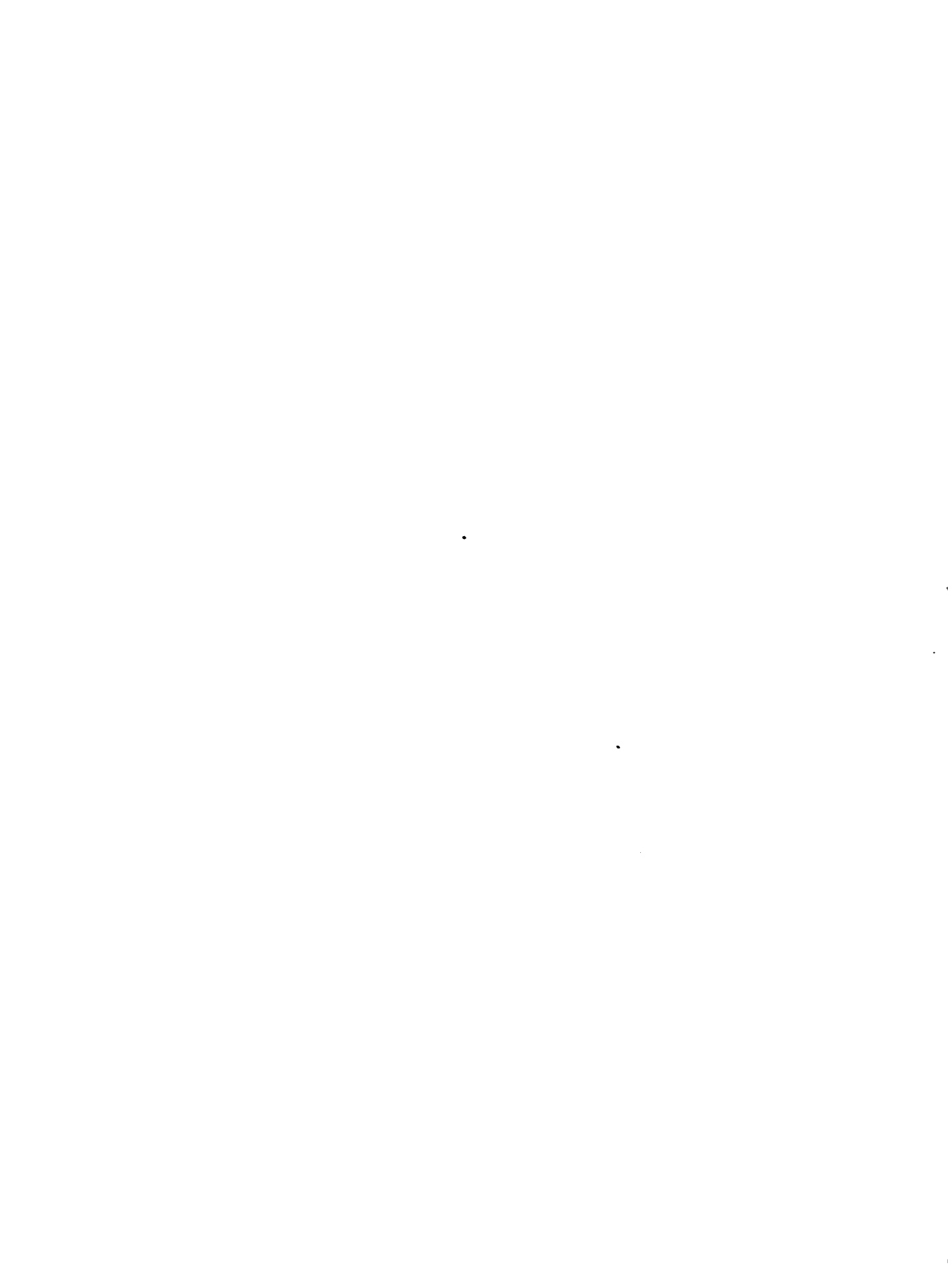
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PREFACE.



EIGHT years have elapsed since the publication of the first instalment of my ambitiously conceived plan of writing a complete History of Australia. The flattering amount of interest it attracted, and the unanticipated warmth of the reception accorded to that unpretentious and modestly-attired volume, determined me to at once set about preparing a second and more exhaustive introductory volume to the projected series. During the past eight years the fulfilment of that idea has been much interrupted by long intervals of travel, and the distractions of other literary work that have from time to time monopolised my efforts; but in the intervals of leisure, I have employed many happy hours in collecting, compiling, comparing, and in verifying, as far as it was possible, the accuracy of the numberless authorities—explorers, navigators, and geographers—to whom I have gone for early information and new light on the question of the original discoverers of Terra Australis—the New Holland of the Dutch, the “India Meridionale” of the Portuguese, and “La Grande Jave” of the Spanish.

The obvious fruits of my further researches is disclosed in the increased bulk of the present publication, which is as large again as the book it is intended to replace, while its number of illustrations has increased from two dozen to over sixty. In so far as the cartographical embellishment of this work is concerned, I may be permitted to speak with frank satisfaction, for it

is the pardonable boast of an enthusiastic collector, whose energies have been richly rewarded. The present series includes a number of the most important of the ancient maps, charts, and portulani which form the foundation of our almost perfect geographical knowledge of the globe.

But the secret that it has been the *alpha* and *omega* of my labours to solve—the discovery of the *first* discoverers of Australia—is yet to be revealed. It may be that in some hidden document which will one day be unearthed, will be found the key that will unlock the door, and rescue the truth from the fortress of doubt and uncertainty in which it is immured. Until then, it is impossible to advocate, with anything approaching confidence, the claims of either individuals or nationalities to the distinction of having been the voyagers who first landed in Terra Australis. To theorise on the subject, as various English, Spanish, French, Portuguese, and Dutch writers have done, is a temptation which is as dangerous as it is alluring. The data available for the purpose is extremely meagre, and most of it is of questionable authenticity. The arguments that have been advanced are more or less ingenious and plausible but invariably conflicting, and in the confusion created by the theorists, the truth is obscured rather than ascertained.

The present edition becomes, in consequence, an extension and amplification of the purpose served of its fore-runner—that of presenting in a convenient and succinct form such facts as I have acquired upon the subject, and a series of rare and remarkable maps, illustrating the gradual process of Australian discovery which led up to the final elucidation of the problem by the illustrious navigator, Captain James Cook. Further research has enabled me not only to enhance the value of this book by the interpolation of fresh matter, but also to correct some of the few inevitable inaccuracies that find their way into a first impression. For the new material, I am indebted not a little to the many correspondents who have been the means of directing me to sources of information with which I was not previously acquainted. To each and all of those interested persons, who have aided me with both information and encouragement, I tender my sincere thanks.

In my original scheme, *The Discovery of Australia* was designed to form the first chapter of a complete history of the land of the Southern Cross, the second was issued in 1895, under the title of *The Exploration of Australia*. Although both the first and second sections of this trilogy have now attained to the dignity of a second edition, the concluding chapter, which will bring the record of Australian progress down to the accomplishment of the Federation of the six Australian States, has not yet made its appearance. With its publication—which, I hope, will not now be long delayed—I shall complete my modest contribution to the literature descriptive of the history of one of England's noblest possessions.

Albert F. Halvet

"ROYSTON,"

SWISS COTTAGE, N.W.







THE DISCOVERY OF AUSTRALIA.

INTRODUCTION.



THE advance of civilization and scientific knowledge, is in no way more strikingly reflected than in the progress that has been made in the study of geographical discovery. The earliest records of the migrations of nations and tribes, inhabiting the ancient world, are so interwoven with fable and vague tradition, that the most careful research leaves us involved in clouds of impenetrable obscurity. The sacred writings attributed to Moses, although of inestimable value, derive their interest chiefly by reason of their great antiquity, and because they form the introductory books of the Bible. After the deluge, according to the account given in the tenth chapter of Genesis, Shem, Ham, and Japheth, the sons of Noah, were the founders of the nations of the earth. The family of Shem were the progenitors of the pastoral nations, which dispersed themselves over the territories between the Euphrates and the Mediterranean coasts. The Egyptians and Canaanites are supposed to be the descendants of Ham; while to the posterity of Japheth is attributed the populations of India and Central Asia. Beyond these suppositions we cannot safely venture, and although the Phœnicians are referred to by the classic authors, and also in the Bible—as the greatest mariners of antiquity, who contributed largely to the advancement of Egyptian civilization—we are not in possession of any records, beyond inscribed stones and bronze tablets, by writers of Phœnician origin. In fact, they appear to have been inspired by jealousy to conceal their discoveries, just as were the Spanish, Portuguese, and Dutch, twenty-six centuries later.

The sordid methods of the Phœnicians were not imitated by the Greeks, with whom they came in contact in their trading expeditions, and whom they, in a large measure, educated, not only in letters, but in the art of sailing the seas. The gigantic mind of Homer imbibed all the erudition and knowledge which preceded, and his lofty genius gave all the learning of his predecessors eternal

life. Still he lacked the precision which science alone can give. The chart and the compass were as yet in the bosom of the distant future, while his geographical facts are so hopelessly mingled with mythical tradition and mythological fable as to render them unavailable for the elucidation of geographical truth. The stories of Ulysses, Jason, and the Argonauts all go to show the inadequate information possessed by the great poet whose authentic knowledge does not seem to have extended beyond Greece, Egypt, and Asia Minor.

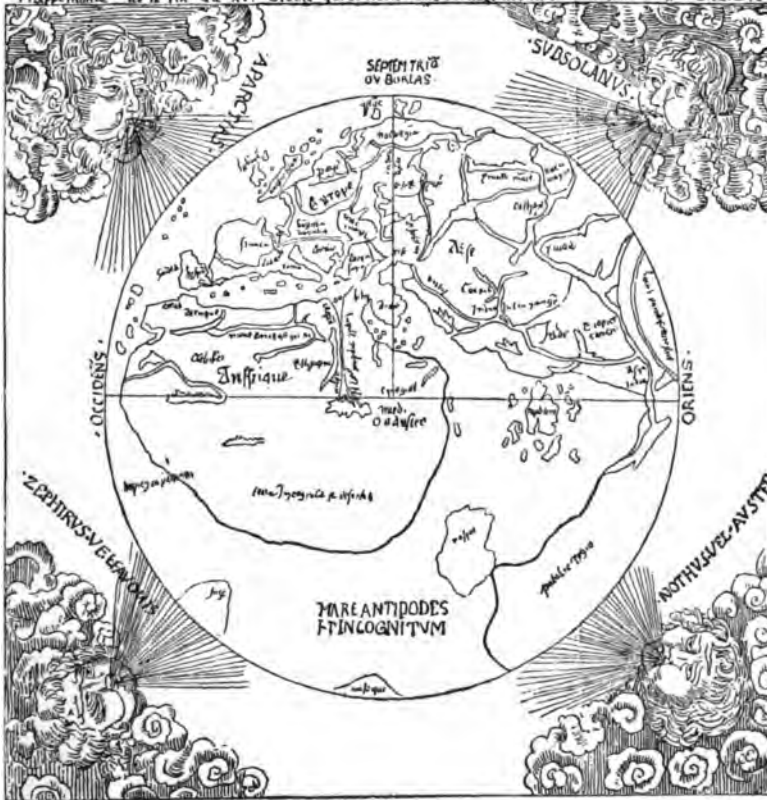
Passing rapidly from the Homeric to the historic age of Greece, various doctrines were taught from the time of Thales to the advent of Herodotus, aptly named *The Father of History*. These were nearly all borrowed from the theories propounded by the philosophers of India. Some of the sects held that the earth was spherical, others that it was cylindrical. Some believed it to be in the shape of a drum, some that it resembled a high mountain, round whose summit the stars revolved, while there were those who stuck to the conviction that it was like a ship.

After the Greeks, came the all-conquering Romans, who vanquished and occupied almost all lands of which they had knowledge, but their geographical lore was meagre, and Strabo knew very little more than Herodotus, although he had the advantage of four hundred years. Commerce was destined to do more for geography than war, and, doubtless, the wealth and luxury of Rome induced the navigator of the time to seek for foreign merchandise, wherewith to gratify and pamper the rulers of the world.

Following the march of centuries came the navigators of Arabia, of Scandinavia, of Venice, leading up to the illustrious Prince of Portugal, Henry the Navigator—probably the greatest promoter of maritime discovery—who, with Columbus, may be said to have shared the honours of the ocean during the fifteenth century. I hope I may be excused for giving the foregoing and subsequent brief outlines of early geographical and cartographic lore by way of introduction to the main subject of the following pages, viz.: The Discovery of Australia.

To be first is almost always to be great. Hence, priority is the object of keenest ambition, and too often the subject of the basest falsehood. To be first is not always to be best; nevertheless, the position carries with it a dignity never to be denied. The honour accorded is frequently quite out of proportion to the real merit. No other battle-field for priority is wider than that of geographical discovery; and so much dust has been raised during the struggle for precedence that in many cases the real discoverer has been supplanted by his more popular, powerful, pushing, or plausible competitor. Vasco de Gama, for example, was *not* the first man to round the Cape of Good Hope, and it is very doubtful if Columbus should be called the discoverer of America. Still, the names of the great navigators are inseparably connected with these two stupendous events in the world's history; and even if records should leap to light to dethrone them, we are content to remember two names of supreme pre-eminence in the history of nations. Regarding the majority of the most famous achievements of the world's heroes, whether in war, discovery, invention, art, or science, if a plain question be asked, a definite answer is obtainable. A very prominent example to the contrary exists, however; for we have no ready reply to the query, "Who first discovered Australia?" The best informed will pause before naming any man, or even any nation. In fact,

Carte du monde de la fin du XV^e siècle que se trouve dans l'ouvrage très rare de la salle du X^e siècle.



MAP OF THE WORLD BY LA SALLE.



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it may be alleged that a categorical answer is impossible. We must either content ourselves with the first *recorded* visit to that Continent—which was certainly not the occasion of its discovery—or else we must be guided by more or less reliable evidence, and our verdict cannot possibly exclude the element of doubt.

Although the early history of no known country is buried in such impenetrable darkness as that of Australia, we cannot go so far as to say that the problem of its first discovery will for ever remain unsolved. There is always a possibility that among the thousands of unpublished records, scattered throughout the world, there may lie hidden some authentic evidence which would reveal the secret beyond power of contradiction. Vast collections of writings have been hurriedly swept together, in bygone days, when towns were pillaged, or monasteries suppressed; and, hence, perchance papers may lurk among the archives of Christendom—or heathendom for that matter—which contain a full chronicle of the all-important voyage during which the Island Continent of Australia was found. Till such a revelation is made, one must, perforce, rest satisfied with such shreds of knowledge, bearing upon the topic, as can be gathered together.

As already stated, geography was by no means an exact science among the ancients. Indeed, for very many centuries it was merely a fantastic tissue of guess work, fable, and absurdity. I need not further refer to the distant Chaldean and Homeric periods, nor the early epoch when Thales conceived the idea of an equator, five hundred years before the Christian era. Such globes, maps or charts, as may have been made in those far-off days, have entirely disappeared; nor, in fact, have we even the record of a globe until Strabo, the Greek geographer, writing during the first century of the Christian era, in the second book of his *Geographica*, mentions one of ten feet diameter, the work of Crates, 200 B.C. Some thirty years before the date just named, Eratosthenes was the chief Librarian at Alexandria, and the most distinguished authority regarding astronomy and cartography. To him succeeded Strabo and Ptolemy, the latter of whom flourished about A.D. 150. According to the latter authority, the world consisted of three continents—Europe, Asia, and Africa—with an encircling ocean, viz., the Mediterranean, the Black, Caspian, and Red Seas. The Persian Gulf and the South Asiatic were indicated on his celebrated chart with considerable precision, while the great mountain ranges of Europe and Western Asia are also defined, with the chief rivers, such as the Nile, Euphrates, Tigris, Indus, Danube, Rhine, Ebro, Don, and Volga. He was the greatest geographer of his day, and laid down the features with closer accuracy than his predecessors; but on the other hand, he fell into the unfortunate error of filling up the blanks left in their maps with fanciful invention, which only had existence in his own brain. So powerful was the influence and authority of this illustrious scientist, that for over a thousand years his fictitious geographical theories remained practically unchallenged. His Arabic successors accepted his outlines as correct; added thereto ideas and embellishments of their own, thus making confusion even worse confounded.

Ptolemy rejected the Greek idea of an environing ocean, which was supposed to encircle the known world; instead of which he made the Indian Ocean a vast inland sea; and his whole Southern hemisphere consisted of Africa, which joined on to an Antarctic Continent. This great Southern land was described as pathless desert, and uninhabitable from the heat. China and Africa were

connected. The Indian Peninsula was altogether ignored, and Taprobane, or Ceylon, was represented as twice the area of Asia Minor. On his map, Scandinavia appears as an island of less area than Ireland, and Scotland is represented as a sort of promontory jutting out from the Eastward of Britain. I give a reproduction of this interesting map, taken from the facsimile atlas of Nordenskjöld.

Moslem science succeeded that of the Greeks, and the first epoch of Arabic geography ends with Massoudy in the tenth century, who, in many aspects, corrected the Ptolemaic system. As the overpowering sway of the Caliphs gradually departed, the sages of Islam took refuge among the nations of Christendom, when we find a blending of Catholic and Mohammedan philosophy. Edrisi, the most illustrious geographer of his day, was born at Centa in 1099; and, after much travel, settled down at the court of Prince Roger, of Sicily, at that time the most enlightened prince in the civilized world. The Moorish *savant* became a Sicilian noble; and, after many years arduous labour at Palermo, he completed, and dedicated to his patron, a Celestial Sphere and Terrestrial Disc of Silver, setting forth the circuit of the known world. A reproduction of this map laid down from Edrisi's writings by M. Reinaud shows the absurd misconceptions of this distinguished geographer, who had endeavoured to graft his own knowledge on that of Eratosthenes, Strabo, and Ptolemy. The result is ludicrously illustrative of the extraordinary stagnation and ignorance regarding geography up till this date—about A.D. 1150.

Concerning an unknown ocean, which he calls the Sea of Pitchy Darkness, the learned Moor thus writes:—"No one has been able to verify anything concerning it, on account of its difficult and perilous navigation, its great obscurity, its profound depth and frequent tempests; through fear of its mighty fishes and its haughty winds; yet there are many islands in it, some peopled, others uninhabited. There is no mariner who dares to enter into its deep water, or if any have done so, they have merely kept along its coasts, fearful of departing from them. The waves of the ocean, although they roll as high as mountains, yet maintain themselves without breaking; for if they broke, it would be impossible for a ship to plough them."

It is narrated by an Arabian writer that in 1147—about the time of the second crusade—eight individuals sailed to discover the limits of the "Sea of Pitchy Darkness." They touched at an island on the way, from the natives of which they heard rumours of a dense gloom to the Southward, and were so terrified at the prospect that they abandoned the voyage. Two Genoese made a similar attempt in 1291, and were never afterwards heard of.

During the next century, Marco Polo, the celebrated Venetian traveller, did much to dispel the theory of this Sea of Pitchy Darkness, when he traversed Asia and reached the furthest shores of China. He described the vast ocean which washed the Eastern shores of China, and told a different tale from that of the Arab. Experienced pilots had told him that "it contained no fewer than seven thousand four hundred and forty islands, mostly uninhabited." One of the oldest of the Christian Mapped-Mondes is known as the Turin Map, produced about the middle of the eleventh century. The accompanying reproduction is from that of Ottino in the British Museum. Paradise has a prominent place, in which Adam, and Eve, and the serpent are depicted, and at the corners are represented the four winds (Boreas, Euros, Notos, and Zephus) of heaven. The rest of the map is chiefly taken up with the

supposed mountains and rivers of the world. A very interesting explanatory note is appended to this *Mappe-Monde*. It is in the Latin language, and may be thus translated: "Besides these three parts of the world there is beyond the ocean a *fourth* land, which the extreme heat of the sun prohibits our being acquainted with, and on the confines of which is the country of the fabulous Antipodes."

This legend is the earliest cartographic indication of an Unknown South Land. In connection with this terrestrial paradise, it is interesting to note that, after a lapse of over four centuries, we find Christopher Columbus fully credulous of its existence. In a letter to the most Christian and mighty Sovereigns, the King and Queen of Spain, written from Dominica, during his fourth voyage, he says: "The world is but small. Out of seven divisions of it, the dry part occupies six, and the seventh is entirely covered by water. Experience has shown it, and I have written it, with quotations from the Holy Scripture in other letters where I have treated of the situation of the terrestrial paradise, as approved by the Holy Church, and I say that the world is not so large as vulgar opinion makes it, and that one degree from the equinoctial line measures fifty-six miles and two-thirds." The inaccuracy of the great admiral's theory is singularly wide, knowing, as we do, that instead of the land bearing a proportion of six-sevenths of area to that of water, the latter bears a proportion of two-thirds to the former. It is, indeed, difficult to account for so flagrant a misconception.

In another letter Columbus writes from Hispaniola: "I have already described my ideas concerning the hemisphere and its form (like the stalk half of a round pear), and I have no doubt that if I could pass below the equinoctial line, after reaching the highest frame of which I have spoken, I should find a much milder temperature; and a variation in the stars and in the water; not that I suppose that elevated point (the projection where stalk enters) to be navigable, nor even that there is water there; indeed, I believe it is impossible to ascend thither, because I am convinced that it is the spot of the Earthly Paradise, whither no one can go but by God's permission."

Passing to the 13th century, the map-room of the British Museum contains what is known as the *Psalter Map*. It is circular in shape, with ornamental oblong border, in which Christ appears at the top, supported by two saints, or angels. Jerusalem is in the centre as representing the navel of the earth (just as Boston is now, according to the late Dr. O. W. Holmes—"the hub of the Universe.") A grotesque panorama of figures on the right-hand side is not easily accounted for; and, on the whole, this curious work of art cannot be said to have contributed largely to cartographic lore. The *Hereford Map* (1275-1300) is on much the same lines as that just described, Jerusalem being a sort of bull's-eye, surrounded with fanciful monsters, devices and legends, based on the marvellous travellers' tales which reached the ears of the imaginative school of cartographers who, for many centuries, represented and controlled the science of geography.

A great contrast to these useless and impractical creatures of fancy were the *Portulani*, which had no concern with the exhibition of elaborate devices or intricate draughtsmanship; nor were they the illustration of classical stories or voyagers' fables, but were simply coast charts for the guidance of mariners. These *Portulani* mark a notable advance in geographical knowledge, having their foundation in fact and experience. The *Laurentian Portulano* of 1351,

from the Medici Library at Florence, is one of the most remarkable maps of the fourteenth century; and although the original was drawn about 135 years before Bartholomew Diaz rounded the Cape of Good Hope, it gives a tolerably accurate outline of the African Continent. I have reproduced a diagram of this celebrated Portulano from the copy in the British Museum. The compass, time-piece, astrolabe and charts had now come to the aid of the mariner who previously hugged the shore devoid of either chart or needle, and a marvellous advance in accuracy is observable.

As a further illustration of the progress of cartographic truth, I would draw attention to a chart of the Mediterranean, by Barentzoon, as it appears in Baron Nordenskjold's Atlas. It is a facsimile of a fourteenth century Portulano, and appears to have been very slightly altered when engraved on copper in 1595. It is, on the whole, a singularly correct representation of the Western seaboard of Europe. Moreover, it exhibits a freedom from the religious or ecclesiastical influence which filled many of the early charts with fable and falsehood. The Borgian Map of 1450, again, is another specimen of unpractical and imaginative cartography. It certainly exhibits some advance in the direction of truth, and it will be noted that Jerusalem has happily been dislodged from its ridiculous central position. However crude or incorrect were the efforts of the early geographers and cartographers, we must reflect that they were groping in the dark after the truth, and that such knowledge as we now possess is the result of, and built upon, their patient researches. For the most part, these map-makers were sedentary scholars, with much scientific and classical learning, but largely dependent on the men of action who went forth in ships and brought back NEWS* from strange lands beyond the ocean. The real stock-in-trade, so to speak, of the theoretical geographers of all ages, has been the discoveries of those intrepid navigators who sailed the seas and sought out new countries. Comparatively few of their names have come down to us. *Litera scripta manet* is a true but trite saying, and the works of historians and geographers have immortalised the names of the *writers* and *draughtsmen*, whereas thousands of brave men, whose labours are recorded, are lost and forgotten in the lapse of ages. Some of the more conspicuous—it is true—have shone out through the obscuring clouds of centuries, and the contemplation of their lives and deeds shows their mighty influence on the world's progress.

The early Christian Pilgrims from the fourth to the ninth century exercised no little influence on the expansion of geographical knowledge, and during this distant period the Norse Vikings traded, colonized, and conquered many territories. The old Empires of Greece and Rome had practically lost their sway, and this heroic nation, which had renounced the doctrines of the heathen, gradually came to the front. The Pilgrims of the dark ages were strongly impregnated with mysticism and superstition, reading the Scriptures the wrong way, as indeed many do at the present time. Their field of exploration falls within very narrow limits. But the Northern sea-kings, who may be said to have had the ocean as their heritage, were bound to break these restricted traditions of land journeys and hugging the shore. During this period, a small

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* The letters W E used to be prefixed to newspapers, to show that they obtained information from the four quarters of the world. The old-fashioned method of spelling the word, however, *news*, seems to indicate that the real derivation is the French word *nouvelles*.



TURIN MAP OF 11th CENTURY.



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patch on the earth's surface contained and represented Christendom. All around was a sea of mystery and darkness, but between the time of Constantine and the Crusades the Norse Vikings performed wonders.

After this epoch the pilgrim-warriors, known as the Crusaders, strove to crush Islam and rule the entire habitable globe. New life and energy was infused into generations of brave adventurous men, and after the final overthrow of Jerusalem in 1258, the last barrier of fanatic hate was well nigh broken down. Asia, which had hitherto been held in dread, even by the most valorous, now presented a most mysterious attraction, and Christendom dared to plant her missionaries in the very heart of Islam.

The Abbot Daniel of Kier (c. 1106) represented, more or less worthily, the Russian Empire, and gives some strange, but certainly unreliable, accounts of his travels; and Rabbi Benjamin, about sixty years later, contributed but little either to geographical knowledge or to the Christian propaganda.

In 1246, however, John de Plano Carpini, a Franciscan, of Naples, made a remarkable and successful pilgrimage to the Court of the Great Khan, Cuyuc, and returning after some eighteen months, gave Europe a true account, in his *Book of the Tataro*, of the vast territories which existed, and the numerous races which inhabited them, between the Gobi Desert and the Carpathian Mountains.

Following this remarkable man came William de Rubuquis, sent on a mission of conversion and discovery by St. Louis, of France, in 1253. By a different route he reached the Mongol Court. Although brave and devoted to his cause, he added but little to the knowledge gained by John de Plano Carpini. These explorers, however, sink into insignificance beside their illustrious successor.

Among the many renowned mediæval travellers, whose names are well nigh forgotten, one man stands out in striking pre-eminence. I refer to Marco Polo, of Venice, whose explorations had a mighty influence over the geography and history of the world. He was the nephew of two enterprising merchants, Nicolo and Matteo Polo, who from 1255 to 1265, traded to the Crimea, and afterwards, having followed the caravans to Bokhara, found their way to the Court of Kublai Khan, somewhere near the wall of China. They were treated hospitably, and brought back presents to Europe, along with a letter to Pope Clement IV., inviting the presence of Christian teachers in Mongolia. On their return, in April, 1269, they found the Pope dead, and his successor, Gregory X., showed but little disposition to accede to the Khan's desire for "one hundred Latins to show him the Christian faith, for Christ he held to be the only God."

In 1271, the two brothers again set out for the East, along with two missionaries, and also their nephew Marco, who was then nineteen years of age. The two monks took alarm, however, and refused to proceed, leaving the three Polos to continue their journey for one thousand days. At length, they reached the stately palace of the Khan, and afterwards made various journeys through Armenia, Persia, China, and other countries of the East. Again they found their way to the Mongol Court, where, in 1277, Marco was made a Commissioner of the Imperial Council, and sent upon various missions to distant parts of China. In his memoirs, he tells of the grandeur of the Great Khan's establishments, of ten thousand Royal Inns upon the highways, and two hundred thousand horses. We are told of the magnificent rivers, the Yang-Tse-Kiang, the Pulisangan, the Caramaran, and others. Of

the first named, the traveller says: "It is the greatest stream in the world, like an arm of the sea, flowing above one hundred days' journey from its source into the ocean; and into which flow countless others, making it so great that incredible quantities of merchandise are brought by this river. It flows through sixteen provinces, past the quays of two hundred cities, at one of which I saw at one time five thousand vessels, and there are other marts that have more."

Glowing descriptions of Pekin and other cities are given, and we read of one great capital, grander by far than even Pekin, which was the very acme of thirteenth century progress and civilization. Quinsai, or Kansai, in Southern China, is thus depicted:

"In the world there is not its like, for by common report it is one hundred miles in circuit, with a lake on one side, and a river on the other, divided in many channels; and upon these and the canals adjoining, twelve thousand bridges of stone. There are ten market-places, each half-a-mile square; great store-houses of stone, where the Indian merchants lay by their goods; palaces and gardens on both sides of the main street, which, like all the highways in the Mangi district, is paved with stone and the midst full of gravel, with passages for the water, which keeps it always clean." We further learn that salt, silk, fruit, precious stones, and cloth of gold are the chief commodities; the paper money of the Great Khan being everywhere in use, and the population nearly all idolaters.

Then we read of Zipangu, or Japan, where people are white and of gentle manners, the king's house being covered with gold. Kublai's fleet, it appears, attempted to plunder the capital in 1264, and was repulsed in a manner somewhat similar to the recent campaign. Commissioner Polo and his uncles longed for home and Christendom, but they had proved too useful to the Great Emperor, who would not hear of their leaving. Happily for them, in 1292, they were dispatched in charge of a Mongol bride for a Persian Khan; reached Java—then supposed to be the greatest island in the world—and at length entered the Bay of Bengal. Finally, after many adventures, reaching home. Space forbids my enlarging further on the great Venetian, nor indeed had his travels any more than an indirect bearing on the discovery of Australia. Italian, French and Catalan mariners swept the seas in the fourteenth century, preceding the Portuguese and Spaniards. Here I must mention a strange incident as noted by an eminent contemporary writer. It appears that in the reign of Edward III., an Englishman, Robert Machin by name, eloped with Ann D'Arfet from Bristol. We are told that he was driven from the coast of France by a North-east wind, and in thirteen days landed at the island of Madeira. The ship was swept away by a storm, the lady died of fatigue and terror, being soon afterwards followed to the grave by Machin himself. The crew ran the ship's boat on to the African coast, where they were all enslaved. A fellow prisoner—Morales by name—was ransomed and sent back to Spain. On his way, the ship was captured by a Portuguese captain named Zarco, one of the retinue of Prince Henry the Navigator, and thus the story of Machin and his island came to be known, the credit of the discovery being duly accorded to the Portuguese.

Between 1360 and 1410, the traders of Dieppe and Rouen opened up a trade in gold, ivory, pepper, etc., with Guinea; and these navigators are the immediate predecessors of the great prince to whom I shall shortly refer. The light of science had scarcely dawned upon the "dark ages," when Henry the

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Navigator, Prince of Portugal, appeared on the scene, and his illustrious name will ever occupy the topmost pinnacle of fame. With a strange prophetic instinct, he foresaw an ocean pathway round Southern Africa, and certainly anticipated the great discovery of his distinguished countryman, Bartholomew Diaz, whose fame as the *first* to round the Cape was too successfully usurped by Vasco de Gama. According to his chronicler, Abbade de Castro, Prince Henry set out on his travels on the fourth Sunday after Easter, in the year 1416, the first fruits of his exploration being the islands of Porto Santo and Madeira. Regarding this truly eminent man, Mr. R. H. Major, one of his biographers, thus writes:—"The mystery which since creation had hung over the Atlantic, and hidden from man's knowledge one half of the globe's surface, had reserved a field of noble enterprise for Prince Henry the Navigator. Until his day, the pathways of the human race had been the mountain, the river, and the plain—the strait, the lake, and inland sea; but he it was who first conceived the thought of opening a road through the unexplored ocean—a road replete with danger, but abundant in promise."

This royal mariner was not only a navigator, but a profound student of geography and cartography. It is probable that the influence of his elder brother, Dom Pedro, had much to do with the direction of his distinguished career. This Prince was likewise a great traveller, and—having returned to Europe in 1428—he was received with honour by the Venetian Republic, who bestowed upon him a copy of the travels of Marco Polo, and also a map drawn by that renowned explorer. Galvano tells us that in this map all parts of the earth were described. "The Streight of Magelan was called in it the 'Dragon's Taile': the Cape of Bona Sperança, the 'Forefront of Afrike' (and so forth at other places) by which map, Don Henry, the King's third sonne, was much helped and furthered in his discoveries." This map, which is said to have laid down the Cape of Good Hope, and the East Indies, would, if it were extant, prove that ancient geographers knew more than they are given credit for; but unfortunately we have no record of its existence since 1528, when it was examined by Francisca de Souza Tavarez. It is of interest to note that Prince Henry the Navigator, had English blood in his veins, being the fourth son of King Joas I., and Philippa, who was the daughter of John of Gaunt. He was thus nephew of Henry IV., of England, and great grandson of Edward III. On the 13th of November, 1460, he died at Cape St. Vincent, being buried in the church of St. Mary, at Lagos. Many of his discoveries are portrayed on a Mapped-Monde, by the Venetian, Fra Mauro, of the Camaldolese Convent, of San Miguel de Murano, which was completed in April, 1459. A photograph copy of this planisphere by Signor Naya, of Venice, is now in the Department of Maps and Charts in the British Museum, and in this is clearly laid down the Southern point of Africa, under the name of Cavo di Diab, and to the North-east we find the names Soffala and Xengibar. In these words does his biographer, the erudite Mr. R. H. Major, sum up the abiding influence of Prince Henry's splendid career. "The coasts of Africa visited, the Cape of Good Hope rounded, the new world disclosed, the sea-way to India, the Moluccas and China laid open, the globe circumnavigated, and China and New Zealand discovered, such were the stupendous results of a great thought and of indomitable perseverance, in spite of twelve years of costly failure and disheartening ridicule. Had that failure and that ridicule produced on Prince Henry the effect which they ordinarily produce on other men, it is impossible

to say what delays would have occurred before these mighty events would have been realized; for it must be borne in mind that the ardour, not only of his own sailors, but of surrounding nations, owed its impulse to this pertinacity of purpose in him. True it is that the great majority of these vast results were effected after his death, and it was not granted to him to affix his quaint signature to charters and grants of territory in those Eastern and Western Empires, which at length were won by means of the explorations he had fostered. True, he had not lived to see the proof in his own case showing that the courageous pursuit of a grand idea may produce consequences even greater than that idea had comprehended. No doubt that from Sagres * no beam of light brought to his mental vision the prospect of an America, to brighten the horizon of the Sea of Darkness; yet, if from the pinnacle of our present knowledge we mark on the world of waters those bright tracks which have led to the discovery of mighty continents, we shall find them all lead us back to that same inhospitable point of Sagres, and to the motive which gave to it a royal inhabitant. To find the sea-path to the *Thesauris Arabum et divitis India*; till then, only known through faint echoes of almost forgotten tradition, was the object to which Prince Henry devoted his life."

Another fine map of 1492 is among the Additional MSS. of the British Museum collection, and this gives a view of the Portuguese discoveries along the West coast of Africa, and also a portion of the coast beyond the Cape of Good Hope. By this time, Bartholomew Diaz had achieved the greatest feat in the whole history of Discovery, an exploit which completely transformed the face of the globe, altered the knowledge and trade of the world, and opened the gate to the subsequent discovery of Australia. Then came the renowned Vasco de Gama—the first to reap the harvest of the great discovery—who in his great voyage, 1497-9, rounded *Cabo Tormentosa*, or Stormy Cape, as Diaz first christened this historic promontory, and sailing to Calicut, returned in safety to Lisbon. He was followed by Alfonso D'Albuquerque (1506-15), who founded, in the Indian Seas, the first Colonial Empire of Modern Europe; and Ferdinand Magellan, who finally demonstrated the rotundity of the earth by circumnavigating the globe (1519-1522).

* A peninsula at the extreme South-western angle of Europe—the chosen residence of Prince Henry the Navigator.





PSALTER MAP OF 13th CENTURY.



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MARCO POLO AND THE CHINESE.



HERE is a bare assertion that the Chinese had knowledge of this Southern Land, and Thevenot, in his *Relations de divers voyages curieux*, Paris, 1663, uses these words:—"The Southern Land, which now forms a fifth part of the world, has been discovered at different periods. The Chinese had knowledge of it long ago, for we see that Marco Polo marks two great islands to the South-east of Java, which it is probable that he learnt from the Chinese." Now the said Marco Polo talks of a place named Lochac, a country governed by their own king, in which *elephants* were numerous, money in circulation, and considerable trade carried on. He says it is an extensive and rich province, gold being abundant; that it lies about 750 miles S.S.W. of Java, and that the king discourages the visits of strangers, in order that the treasures and secrets of his realm may be unknown to the rest of the world. He goes on to say, quoting from Marsden's translation of Marco Polo:

"Departing from Lochac, and keeping a Southerly course for 500 miles, you reach an island named Pentam, the coast of which is wild and uncultivated, but the woods abound with sweet-scented trees. Between Lochac and this island of Pentam, the sea, for the space of 60 miles, is not more than four fathoms in depth, which obliges those who navigate it to lift the rudders of their ships, in order that they may not touch the bottom. After sailing these 60 miles in a South-easterly direction, and then proceeding 30 miles further, you arrive at an island—in itself a kingdom—named Malaiur, which is likewise the name of its city. The people are governed by a king, and have their own peculiar language. The town is large and well built. A considerable trade is carried on in spices and drugs, with which the place abounds. Nothing else that requires notice presents itself."

This certainly is not a description of Australia, and Mr. Marsden is of opinion that the account of Lochac refers to some part of the country of Cambodia, the capital of which was named "Loech," which contained elephants, gold, etc. Pentam is supposed by the same writer to be "Bintam," and the island and kingdom of Malaiur to be the kingdom of Malays, which seems a very reasonable explanation.

The effects of Marco Polo's narration, however, are to be traced in a very striking manner on many of the early engraved maps of the 16th century. We find indications of the great Terra Australis running Northwards to New

Guinea, in some cases joining on with that island, and in others divided from it. On the Northern portion of this land we see such words as "*Beach provincia aurifera*," "*Lucach regnum*," "*Maletur regnum scatens aromatibus*," "*Vastissimas hic esse regiones ex M. Pauli Veneti et Ludovici Vartomanni scriptis perigrationibus liquido constat*." The word "Beach" is a mis-spelling of "Boeach," which again is a wrong form of "Lochac," and "Maletur" is an erroneous edition of "Malaiur." Thus were errors perpetuated and aggravated, each old cartographer getting farther and farther from the truth.

The intervening clouds of time, however, forbid us to form more than a hypothesis; but there can be little doubt that the theoretical attempt among the ancients to formulate a balance between land and water is the true solution of the mystery.

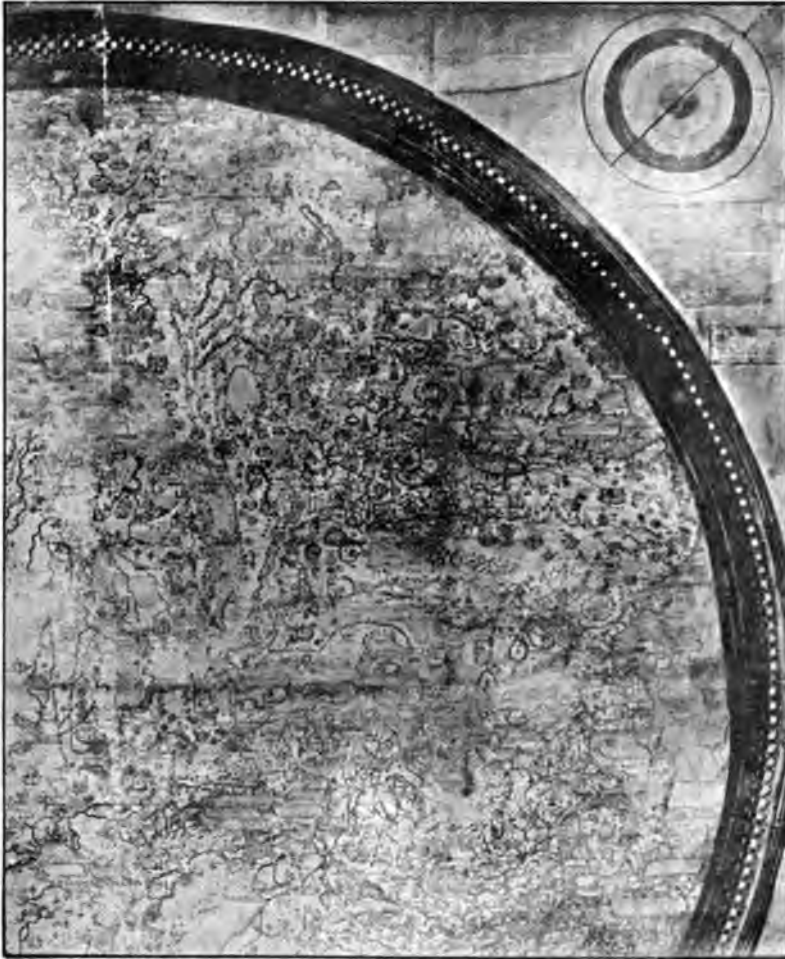
A MYTHOLOGICAL THEORY.

Looking even further back, there is a strange prophetic foreshadowing of a certain unknown and mysterious land, in a work written by Ælian three centuries and a-half before the birth of Christ. He is referring to a still more ancient Greek writer, Theopompus by name, and recounts a conversation between Silenus and Midas, King of Phrygia. I give a modernised version of the old English translation of 1576:—

"Of the familiarity of Midas, the Phrygian, and Silenus, and of certain circumstances which he incredibly reported, Theopompus declareth that Midas, the Phrygian, and Silenus were knit together in familiarity and acquaintance. This Silenus was the son of a nymph, inferior to the gods in condition and degree, but superior to men concerning mortality and death. These twain mingled communication of sundry things. At length, in process of talk, Silenus told Midas of certain islands named Europia, Asia and Lybia, which the ocean sea circumscribeth and compasseth round about; and that without this world there is a continent or parcel of dry land, which in greatness (as he reported) was infinite and immeasurable; that it nourished and maintained, by the benefit of the green meadows and pasture plots, sundry big and mighty beasts; that the men which inhabit the same climate exceed the stature of us twice, and yet the length of their life is not equal to ours, but there be many and divers great cities, manifold orders and trades of living; that their laws, statutes and ordinances are different, or rather clean contrary to ours. Such and like things did he rehearse."

Thus did the demi-god Silenus tell King Midas of a great country outside the then known world. Although this old fragment belongs to the age of fable and mythology, it is interesting in its way as showing the bent of men's minds dozens of long centuries ago.

What the ancient mariners of Greece, Rome, or China may have really known of a *Terra*, it is impossible to do more than surmise. Certain remarkable allusions to a Southern Continent certainly occur among classic authors, one of the most striking being the words of the Latin poet Manilius, which Mr. R. H. Major has chosen for a motto, namely—"*Austrinis pars est habitabilis oris, Sub pedibusque jacet nostris*." Aristotle, Aratus, Strabo and Geminus likewise refer to a Southern segment of the habitable globe, one towards the North, and the other towards the South. To come down to a later date, the learned Vicomte de Santarem informs us that "Certain cartographers of the middle ages still continue to represent the *Antichtlone* in their maps of the



WESTERN SECTION OF FRA MAURO MAP, 1457.



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world, in accordance with their belief that beyond the ocean of Homer there was an inhabited country—another temperate region—called the ‘opposite earth,’ which it was impossible to reach, principally on account of the torrid zone.”

The following are the maps of the world which represent this theory:—

1. That in a MS. of Macrobius of the 10th century.
2. Map of the world in a MS. of the 8th century in the Turin Library.
3. Map by Cecco d’Ascoli of the 13th century.
4. Map in MS., No. 7,791 in the Imperial Library, Paris.
5. Map in Icelandic MS. of the 13th century.
6. Map in MS. of the Marco Polo of the 14th century.
7. Map on reverse of medal in the cabinet of Crignon de Montigny of the 15th century.





GLOBES.

MARTIN BEHAIM'S GLOBE, 1492.



THE oldest globe known to exist is the work of Martin Behaim,* of Nuremburg. Mr. Harisse is of opinion that Behaim furnished the geographical data and legends, while the globe was constructed, painted, and inscribed by one George Holtzschuer.

This view is borne out by the following inscription in German, which this venerable relic bears upon its surface.

The following is a translation of the legend:—

“At the request of the wise and venerable magistrates of the noble imperial city of Nuremburg who govern it at present, namely, Gabriel Nutzel, P. Volkamer, and Nicholas Groland, this globe was devised and executed according to the discoveries and indications of Knight Martin Behaim, who is well versed in the art of cosmography, and has navigated around one-third of the earth. The whole was borrowed with great care from the works of Ptolemy, Pliny, Strabo, and Marco Polo; and brought together—both lands and seas according to their configuration and position, in conformity with the order given by the aforesaid magistrates to George Holtzschuer, who participated in the making of the globe in 1492. It was left by the said gentleman, Martin Behaim, to the city of Nuremburg, as a recollection and homage on his part before returning to meet his wife (Johanna de Macedo, daughter of Job de Huerter, whom he married in 1486), who lived in an island at (Farjal), seven hundred leagues from this place, and where he has his home, and intends to end his days.”

Its diameter is 530 mm., and it is pasted over with vellum profusely illustrated with king's flags, and various inscriptions in gold and colours. It is mounted on an iron stand, with brass meridian and horizon, on the edge of which is inscribed the date, *A.D. 1510, die 5 Novembris*, which date probably refers to the addition of the meridian and horizon.

We are told by the above-named authority that there are numerous legends in

* This celebrated cosmographer was the inventor of the application of the astrolabe to navigation.



PTOLEMAUS ROMA. 1490

THE WORLD. ACCORDING TO PTOLEMY, 1490.





the old German which have been reproduced by De Murr * at a time when they were yet perfectly legible ; although the vellum had already turned nearly black. Parts of these are omitted or imperfectly rendered in Ghillany's † facsimile of the Western hemisphere.

The globe was repaired in 1825, and was lent by Baron Frederick von Behaim—the present representative of the family, in order to be reproduced in facsimile for the Geographical Department of the National Library of France. Although the work was executed so late as 1847, by Johann Muller, the colours have much faded, and it is very difficult to decipher.

Martin Behaim's geographical notions are exhibited in a most interesting letter, written by one Dr. Jerome Münzmeister—a personal friend of Behaim's—to Don João II., of Portugal, recommending this eminent navigator and cosmographer as commander of an expedition Westward in search of Cathay. I give this short description of the globe in question partly because, at that early date, it shows some rough outlines of *Java Major* and *Java Minor*, with other islands of the Australasian archipelago, but chiefly because of its interest as the oldest globe extant.

THE HUNT-LENOX GLOBE.

This is a copper globe 127 mm. in diameter, and bears a strong resemblance to that of Behaim. It contains hardly any names, *Java Major*, of the latter sphere, being represented by two unnamed islands in about the same longitude. The story of its discovery is certainly worthy of publication, as told by Mr. Henry Stevens. He says:—

“In 1870, while residing in the ‘Clarendon,’ in New York, I dined one evening with Mr. R. M. Hunt, the architect of the Lenox Library, a son of my father's old friend, Mr. Jonathan Hunt, who represented the state of Vermont in Congress from 1827 to 1832. While talking on library conveniences and plans, I chanced to see a small copper globe, a child's play-thing, rolling about the floor. On enquiry, I was told that he had picked it up in some town in France for a song, and now, as it opened at the equator, and was hollow, the children had appropriated it for their amusement. I saw at once by its outlines that it was probably older than any other globe known, except Martin Behaim's, at Nüremburg, and perhaps the Laon globe ; and told Mr. Hunt my opinion of its geography, requesting him to take great care of it, for it would one day make a noise in the geographical world. Subsequently I borrowed it for two or three months, studied it, took it to Washington, exhibited it to Dr. Hilgard and others at the Coast Survey Office, and employed one of the draughtsmen there to project it on a two-hemisphere map, with a diameter of the original, about four and-a-half inches, at a cost to me of 20 dollars.

“On returning to New York, I delivered it into the hands of Mr. Hunt, telling him that it was unquestionably as early as 1510, and perhaps 1505, and was, in historical and geographical interest, second to hardly any other globe—small as it was—and concluded by recommending him, when his children had done playing with it, to present it to the Lenox Library, the plans of which he was then engaged upon. I also told Mr. Lenox of it, and its value, and

* For full description see *De Murr Diplomatiscbe Geschichte des Portug-berühmten Ritters Martin Behaims*, Nürnberg, 1779, 8vo. ; and in French by Jansen, Paris and Strasbourg, 1802, 8vo.

† See Ghillany, *Geschichte des Seefahrers Ritter Martin Behaim*, Nürnberg, 1853, 4to.

recommended him to keep his eye upon it, and secure it, if possible, for preservation in his library. My pains and powder were not thrown away. Not long afterwards, Mr. Hunt presented it to the Library, and from that time it has been known and styled as the Hunt-Lenox Globe. On my return to London, I showed my drawing of it to Mr. C. H. Coote (of the Map Department of the British Museum), and lent it to him for the reduced facsimile in his article on globes in the new edition of the *Encyclopædia Britannica*. Thus the Hunt-Lenox Globe won its geographical niche in literature."





EARLY FRENCH, PORTUGUESE, AND SPANISH VOYAGES.



AN eminent writer, Mr. Harisse, says that between 1493 and 1500 a number of vessels were—in addition to those who sailed by virtue of regular license—sailed from the Spanish, Portuguese, and French ports, for the purpose of exploiting the New World. They hoped to find gold, to kidnap slaves, and to secure valuable cargoes of dye-woods, cotton, and other produce.

We are reminded that a Portuguese caravel sailed from Madeira, in 1493, to search for the countries which Columbus had discovered; and it appears that King Manoel instantly despatched three ships after the unchartered vessel, ostensibly to arrest, but as a matter of fact, to join in the expedition.

“The Azores,” continues Mr. Harisse, “were a hot-bed, so to speak, of Transatlantic expeditions. And the Portuguese notarial archives, as well as those of Torre do Tombo, may yet yield information of that character, and of a date prior to the letters patent, granted in October, 1499, to Joam Fernandez, of Terciera, authorising a voyage to the New World before any such privilege had yet been conceded to Gaspar Corte Real, or before anything was known of the latter’s maritime attempts.

“As to such secret and illegal Portuguese expeditions we can only know of those which were the objects of protests on the part of the Spanish Government; as, for instance, the incursion of four Lusitanian ships which, early in the year 1503, went to the country discovered by Rodrigo de Bastidas, and returned to Lisbon loaded with dye-wood and Indian slaves. We hesitate to believe that this was a solitary case, and if Portuguese vessels sailed in the track of Bastidas, we may rest assured that they acted in the same manner on a venture when informed of the quantities of pearls brought home by Christobal Guerra.

“The French, who in the beginning of the 16th century exhibited such great maritime activity, at least in their Western seaports, showed just as little scruple. We have authentic documents upon this point. In the affidavit

subscribed at Rouen, by Binot Paulmier de Gonneville,* mention is made of Dieppe, and St. Malo mariners, as well as other Normands and Britons, who for years past go to the West Indies in search of dye-woods, cotton, monkeys, parrots, and other articles; as the information must have been possessed before he sailed (June 24th, 1503), we have in his deposition that for years prior to that date *D'empuis aucunes annés en ça les Dieppois et les Malouins et autres Normands et Bretons vont querir aux Indes occidentales du bois à tiendre en rouge, cotons, guenons et perroquets et autres denrées.*

"But who can tell how far those sea-faring men (who rank among the boldest that ever existed, and were sometimes accompanied by Portuguese mariners) went, and what countries they may have explored?

"Again, as regards Spain, the Crown rendered *lawful* enterprises to the newly-discovered regions extremely difficult. Licenses were granted only to the subjects of Queen Isabella, that is to inhabitants of Castille, Leon, Asturias, Galicia, Estramadura, Murcia, and Andalusia; while not only foreigners, but even her husband's own subjects (Aragonese, Catalans and Valencians) were strictly excluded. Nay, Isabella attached such importance to such an exclusive right, that if in her testament she speaks only once of the Indies, it is to affirm her absolute and personal prerogative on the subject.

"The royalty to be paid to the Crown, exclusive of Columbus' 10 per cent. on the tonnage of every vessel, the obligation to have on board State officials to watch proceedings, and record minutely the receipts, together with a strict requirement to equip all ships in the only port of Seville where the law compelled them also to return and unload, were likewise impediments which could but result in the fitting out of numerous clandestine expeditions to the New World, both for the purpose of barter and maritime discovery.†

"The damage occasioned to the Crown from that cause compelled their Catholic Majesties several times to issue stringent orders to repress such illegal enterprises. This warning, issued September 3rd, 1501, recalls similar defences already published, and enacts very severe penalties against all those who should dare in the future to undertake unauthorised voyages on the Atlantic Ocean.

"It must not be supposed, nevertheless, that these prohibitions ever prevented adventurers from running the gauntlet. As far back as 1497, we see two of Columbus' own officers, one of whom, Alonso Medel, had been the master of the *Niña* during the second voyage of discovery, elope with two armed vessels equipped by the Crown, and of which they were in command. Disregarding the orders of Columbus, and surreptitiously, this Medel and Bartolomé Colín set sail for unknown regions.

"When they (Columbus and his Company) returned to Cadiz, Columbus asked their Majesties to institute legal proceedings, on the ground that the bold adventurers had been guilty—to use Navarette's expressions—of *Viages arbitrarios*. We do not know where those truant mariners went, but they certainly avoided the Transatlantic ports and coasts visited by licensed Spanish ships and officials.

"Later (February 4th, 1500) we see another instance of the kind when

* His claim is fully discussed in succeeding pages of this work.

† The learned writer might, I think, with good reason have added "plunder," not to mention "kidnapping," and even worse.



THE BORGIAN MAP OF THE WORLD.



11

Ferdinand and Isabella charter three vessels for the purpose of overtaking in the open sea two ships which had sailed unlawfully from Seville to the New World. It is worthy of notice that they belonged to a Genoese, Francesco de Rivarola—the friend and banker of Christopher Columbus.

“It is plain that, under the circumstances, unlicensed adventurers eschewed as much as possible the localities where they ran the risk of meeting with caravels sailing under the Royal flag, or the points of the coast already exploited by authorised traders and sea-faring men.”





CARTOGRAPHIC EVIDENCE.



THAT the shores of Australia were reached by some unknown mariner in the early part of the 16th century, there can be little doubt. Any evidence of the fact is, however, wanting beyond the rough outline of a *Terra Incognita*, in the charts of the period,* beyond which we have no record or journal to make the matter certain.

Towards the end of the century (about 1589) Wytfleit † writes thus :—“ The shores are but little known, and the route thither, after one or two voyages, has been abandoned ; only accident could have driven some storm-tossed vessel in that direction.”

The navigators of the period had most extraordinary ideas regarding the Great South Land. They came across islands which they imagined were connected with the main land, and yet for many years after Torres had actually threaded the straits which bear his name ; New Guinea was represented on the maps as a peninsula of Australia. In fact, it was not until Captain Cook's voyage, in 1770, that the problem was finally solved, and the maps accurately adjusted. Most of the 16th century maps delineating the Australian continent emanate from a place called Arques, near Dieppe. Doubtless these cosmographers were monks, and probably Jesuits, who in those days eagerly sought for and, in their own way, conquered unknown territories. M. Harisse gives us about all the information obtainable regarding these pioneers of geography ; and in one of his works quotes a few lines from Père Fournier's *Hydrographie* to this effect :—“ La 3 espèces (sic) est de certaines cartes qu' on appelle Reduites dont un nommé le Vasseur natif de Diepe a enseigné la pratique a nos François. Cet homme quoique tisseran en son bas age ayant eu quelque instruction d'un nommé Cossin homme fort ingénieux et qui avoit une excellente main et veu les memoires des certains Prestres d'Arques Bourg près de Diepe, qui estoient excellents geographes, dont l'un se nommoit des Celiers et l'autre Breton a si bien scieiu menager ce peu de lumiere qu'il a receu d'eux qu' à force d'espris et de travail continu il est arrivé a un tel point qu (il a esté admiré de plusieurs. Il est mort à Rouen depuis peu d'années.”

* The earliest printed indications of a Southern continent occur in the maps of Leonardo da Vinci, the globes of Schouer and the *Mappe Monde* of La Salle published with his work on geography in 1521.

† *Descriptionis Ptolemaicae Argumentum.*



MAP OF THE WORLD ABOUT 1492.



20



M A P S .

LA SALLE'S MAP, 1522.



HE Mapped-Monde of Antoine La Salle was printed in Paris about 1522, which clearly shows that the existence of the Great South Land was beginning to be suspected. But so far as this geographer was concerned, he seems to have adopted the theory of his predecessors, that heaven and hell really existed in this world; for he gives to a roughly indicated region the name of *Patalie regio*, which Vicomta de Santarem, who reproduces this Mapped-Monde in his Atlas,* tells us means "the nether hell," the words being of Sanskrit original.† In this strange theory of "hell upon earth," M. la Salle would find many to agree with him at the present day.

CORDIFORM MAP, BY ORONTIUS FINOEUS.

Nine years later, 1531, was produced a cordiform map by Orontius Finoeus, a French cosmographer of distinction. It is included in Baron Nordenskjold's atlas, and bears the main legend *Terra Australis Recenter inventa sed nondum plene cognita*, and two minor legends, *Brasilie Regio*, and the before-mentioned words, *Regio Patalis*.

Further, concerning this much-disputed inscription, I should mention that there is in Paris a wooden globe, a portion of which I reproduce. It bears the legend, *Patalis Regio*, and the words, *Terra Australis Recenter inventa, anno 1499, sed nondum plene cognita*. The date of the globe itself is supposed to be 1535, and the words would appear to indicate that the South Land had been discovered in 1499, but was not yet fully known. Ancient globes, however, are not to be relied upon, and had we to depend upon the geographical information they supply, we should know but little of the periods they represent.

THE DAUPHIN MAP.

In 1536, the Dauphin Map was produced, and was generally ascribed to Desceliers. It is a large chart of the world, highly ornamented with figures, &c.,

* The map produced is not from De Santarem's Atlas, but from that of Baron Nordenskjold.

† I am reminded by Mr. Delmar Morgan that Weiser derives *Patalis* from the Latin, *Pato*, signifying "an open region," masking the hidden interior of the continent.

printed on vellum, and with the names in French. At the upper corner, on the left hand, is a shield containing the arms of France, with a collar of St. Michael, and, on the right, another shield with the arms of France and the Dauphin quartered. It was probably executed in the reign of Francis I. of France, by order of his son the Dauphin—afterwards Henry II. This chart formerly belonged to Edward Harley, Earl of Oxford, after whose death it was taken away by one of his servants, who suspected its value.

Subsequently, it happily fell into the hands of Sir Joseph Banks, Bart., who presented it to the British Museum in 1790. Of the Australian portion of this rare and valuable map I have given a reproduction, including one on a small scale with curious figures, legends, and devices.

GERARD MERCATOR'S MAP.

In 1538, the renowned Gerard Mercator completed a map in which the Antarctic continent takes a more definite shape. The line of coast trends towards South America, and the recently-discovered Strait of Magellan is apparent. The Antarctic continent is indented by a deep gulf, nearly dividing the portion corresponding with Australia from the mainland. Mountains are shown at intervals round the coast, and across the centre are the words, *Terra Australis recenter inventa sed nondum plene cognita*. We are reminded by Mr. Delmar Morgan that the maps of Ortelius, Hondius, Philip Apian, Wytffleit and others of the period were most probably based on the discoveries of Amerigo Vespucci and Magellan. Ramusio* says:—“*E supra tutto è vietato il porter navigar oltra il capo di Buona Speranza a dritta linea verso il polo Antartico dove è opinione appresso tuti li pilotti Portoghesi che vi sia un grandissimo continente di terra ferma la qual corre levante e ponente sotto il polo Antartico. E dicono che altre volte uno eccellente uomo Fiorentino detto Amerigo Vespuccio con certe navi de i detti. Re la trovò e scorse per grande spatio ma che dapoi è stato proibito che alcum vi possa andare.*” Now, as the same authority—Mr. Morgan—very justly remarks:—“This passage would imply that the Portuguese pilots knew of a great continent bordering the seas they were navigating; and this was not mere theory or conjecture; for Amerigo Vespucci had coasted along it for twenty leagues before turning towards the equator; and lastly, with the well-known secrecy of those times, further exploration in this direction had been prohibited.”

MAPS BY JEAN ROTZ, 1542.

Curious, indeed, it is to observe the progress of knowledge regarding the Great South Land, as revealed by the maps of the time. The cartographers were evidently in love with their work, and bestowed abundant pains upon the production of their atlases.

Of Jean Rotz (some specimens of whose elaborate and laborious productions are included in these pages) very little is known. In his dedication, he tells us that he was hydrographer to Henry VIII., King of England; but, being a Frenchman, had originally dedicated his work to the King of France.† From

* *Navigazione e Viaggi*, 1554, vol. I., folio 124.

† Some authorities have advanced the opinion that Rotz is identical with John Rut, who commanded a ship on a voyage of discovery to Newfoundland, in 1527. Purchas publishes one of this man's letters to King Henry VIII.



these elaborately executed maps of great historical and geographical importance, I have given five reproductions. The first, a full map of the world in hemispheres, with the latitude and longitude marked, and containing on opposite corners the letters H.R. and the numerals VIII., indicating the monarch to whom it is dedicated. Another is a detailed map on various scales, representing the geographer's ideas of the Great South Land, which he calls the Londe of Java, while to the North is Lytel Java. I also draw attention to a section of map showing abrupt termination, which bears special interest, inasmuch as in nearly all other maps of the time it extends indefinitely to the South. They bear the date 1542; and in his dedication, the cartographer states that his maps are made "*au plus certain et vray qu'il ma este possible de faire tant par mon experience propre, que par la certaine experience de mes amis et compagnons navigateurs.*"

He likewise states his intention of writing a book on the subject, but I do not know if his intention was ever carried out.

DESCELIER'S MAP OF 1546.

There are two finely-executed MS. planispheres in the British Museum by one Pierre Descelier, a priest of the Arques school. The earlier, dated 1546, bears the inscription:—*Mappe-Monde peinte sur parchemin par ordre de Henri II. roi de France.* The island of Java bears the legend, *Java Petite*; and what is meant to indicate *Terra Australis* is marked *Java La Grande*. It is curiously adorned with representations of lions, savages, trees, and so forth; while the surrounding ocean seems to be invested with sea-serpents. This *Mappe-Monde* is generally known as the "Henry II. Map."

DESCELIER'S MAP OF 1550.

Descelier's other planisphere is thus inscribed:—*FAICTE A ARQUES par PIERRES DESCELIERS, PTRE: L'AN 1550.* It bears the regal arms of France in one corner, and is profusely illustrated with quaint designs. Idolatry and cannibalism are both clearly depicted, together with outlandish beasts and numerous tablet-shaped cartouches are inserted, giving geographical and other particulars, sometimes quoted from Marco Polo and contemporary writers.

NICOLAS VALLARD'S MAP.

Another fine map of great importance is from the atlas of Nicolas Vallard, and was published at Dieppe in 1547. The original was in the library of Sir Thomas Phillipps, Bart., of Middle Hill, Worcestershire. On this chart, Mr. R. H. Major, in his work on Australian Discovery, writes as follows:—"The Editor has been unsuccessful in his efforts to gain a sight of this atlas, or even of a facsimile lithograph made by Sir Thomas Phillipps of the map supposed to contain the representation of Australia. Hence he has been compelled to rely on the memory of Sir Frederick Madden, who had an opportunity of examining the atlas some years since." I am fortunate enough to be able to include the section appertaining to *Terra Australis* from the map. This atlas is of great historic interest, for it was owned by Prince Talleyrand at the beginning of the nineteenth century. It is a magnificent work of art in the best style of the French hydrographers, copiously illustrated with figures, trees, animals, &c., and surrounded by an elaborate border of exquisite design.

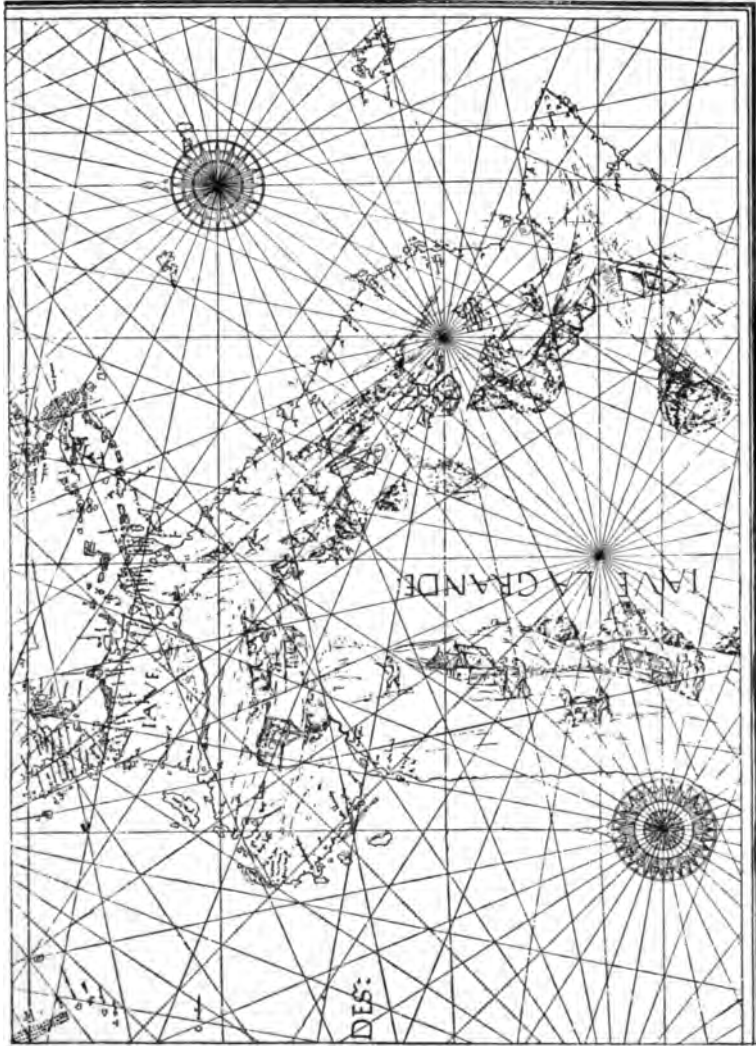
M. BARBIÉ DU BOCAGE ON VALLARD'S MAP.

M. Barbié du Bocage, an eminent French geographer, was much interested in Vallard's map, and makes interesting comments upon it. On the 3rd of July, 1807, he makes some striking remarks upon the strange circumstance that although the legend, "Great Java," appears from time to time upon *atlases* of the period, the recorded *voyages* make no mention of the existence of such a region. He likewise reminds us that the Portuguese were masters of the Molucca Islands in 1511; and, drawing attention to the fact that the earliest map which contains these words bears the date 1542, he places the date of Australia's discovery between these two dates. As a matter of fact, however, in the Dauphin Chart already described of 1536, the words, Java La Grande, appear, which would narrow the time by six years.

Continuing his argument, M. du Bocage tells us that after 1517, Spain and Portugal began to dispute the possession of the Moluccas, and that the Pope had previously arranged that all discoveries which might be made on the globe to the East of a meridian, the hundred leagues West of the Azores and Cape Verde Islands, for a space of one hundred and eighty degrees of longitude, should belong to the Portuguese; and that those to the Westward of that meridian, for the same space, should belong to the Spaniards. This line of demarcation has been since called the "Division of Pope Alexander VI." (A most rare and curious map, dated 1530-36, comparing a modern with an ancient chart, which I have included in this volume, strikingly illustrates this fact, and cannot fail to be of interest, for which interesting comparative map I am indebted to Mr. Collingridge).

The foregoing agreement having been entered upon, and signed 4th June, 1494, Spain contended that the Moluccas belonged to them, as being situated within their allotted hemisphere. As a matter of fact, competent persons had never been sent out by either government to fix the points of division, hence each party went on making discoveries without reference thereto. Then, after years of fruitless quarrels, the two nations appointed 24 commissioners, well skilled in navigation and geography, and from the commencement of 1524, these persons met alternately at the two cities of Badajos and Elvas, on the Spanish and Portuguese frontiers. The Spanish commissioners then included in their own hemisphere a large number of Portuguese possessions, which the latter declined to surrender. They did not go to war, however, for the two courts were on the point of a marriage alliance. At length, King John of Portugal purchased his right to the Moluccas; and, thenceforth, the Spaniards were debarred from traffic to those islands. This formed a justification of the Portuguese claims that the Moluccas were in their hemisphere. Now, the greatest part of New Holland is more to the East than the Moluccas, and the French geographer believes that for this reason they kept silence as to their discovery. He then goes on to describe a voyage of one Gomez de Sequiera, a Portuguese navigator, who, about 1526, was driven on an island, having lost his rudder; and this island, he contends, was one of those afterwards called Prince of Wales' Islands by Captain Cook. Finally, the French geographer contends that since they had landed so close to New Holland in 1526, the discovery of that continent must have soon followed.

By way of explaining how French and English atlases contain tracings of New Holland as early as 1542, we are told by the same authority that Don Miguel de Sylva, Bishop of Viso, fled from Portugal about 1542, and that King



DAUPHIN CHART OF AUSTRALIA, DATE 1596.



John, indignant at his treachery (for he carried off papers of importance), deprived him of his benefices, and degraded him from his nobility. Our atlases, therefore, and those of France, he concludes, may have been copies from original documents containing records of the Portuguese discoveries.

Now, this theory of M. Barbié du Bocage is plausible, and it is just possible his conclusions may be correct; but there are various points in his statement which demand explanation.

In the first place, these original documents which were purloined by the traitorous Portuguese Bishop, must have been of the highest importance to the State which acquired them. They contained intelligence of tremendous import. One would expect to find them among the national archives of either England or France, as forming the authority for a portion of the hydrographic atlases. Apparently, however, they have shared the fate of De Gonneville's papers, which fell into the hands of an English privateer and disappeared for ever.

Then, again, as pointed out by Mr. Major, the French geographer's story of Gomez de Sequiera's voyage is based upon the testimony of Castenheda, a Portuguese author, and Maffei, a Jesuit priest, who wrote a history of India.

M. du Bocage has contented himself with the loose and inadequate narratives of these two writers, and never seems to have consulted a distinguished contemporary historian, Barros, who gives a most accurate account of this very voyage.

This description, minute in every detail, clearly shows that according to the course taken by the navigator, he was *not* driven towards Endeavour Strait, but due East through an open sea, North of the Moluccas. In that neighbourhood is, doubtless, to be found the island which Sequiera reached, viz. : Lord North's Island, otherwise known as the island of Tobi, which is situate in latitude $3^{\circ}2'N.$, and longitude $131^{\circ}4'E.$ All the narrative tells us of the natives, their appearance, manners, and customs, which differ materially from those of the inhabitants of New Holland, tends to confirm this view. Being anxious to substantiate this latter point, I consulted a rare little volume written by one Horace Holden, an American, and published in Boston, Mass., in 1836. There is a copy in the library of the British Museum. It records a two years' sojourn after being shipwrecked; and it is, I think, the only printed description of this desolate islet.

NICOLAS DESLEIN'S MAP OF THE WORLD, 1566.

Another elaborately ornamented and exquisitely executed map, which issued from the Dieppe School is that of Nicolas Desleins. It appears to be upside down, the South being at the top of the chart—a fashion often adopted at this period.

It is enclosed in a border of chaste design and delicate treatment, and is certainly a work of art, irrespective of its geographical interest. It is a map of the world, and is singular in respect that it is studded over with flags, each country being represented by its own emblem. Java la Grande stands boldly in its place, fully equal in size to South America, and is made by the artist to fly the flag of Portugal at intervals along the coast line. This same country is honoured by having its Southern extremity embellished with an elaborate scroll, bearing the legend "*A Dieppe Nicolas Desleins, 1566.*" From these two circumstances, it would appear that at this date the Portuguese considered themselves masters of the Australian continent.



REGARDING PAULMIER DE GONNEVILLE'S CLAIM.

WITHIN the last few years, the claim of the French nation to be first finders of Australia has found a strenuous and ingenious advocate in M. E. Marin la Meslée, Member of the *Société de Géographie Commerciale*, of Paris. In spite of all opinions to the contrary, he maintains that Jean Binot Paulmier de Gonneville visited North-western Australia in 1503. That this Norman navigator made a long sea voyage at that date is beyond dispute, but almost all writers have agreed in opinion that he never reached Australia, as claimed by his countrymen in 1663—one hundred and sixty years after the alleged discovery.

In June, 1503, he sailed from Honfleur in the ship *L'Espoir*, and safely rounded the Cape of Good Hope. He then met with stormy weather, and adverse winds drove him out of his reckoning, into a belt of calms. Being short of water, he anxiously looked out for land, and—having shaped his course in the direction taken by a flock of birds—he came to a country where a fine river something like the Orne, at Caen, debouched into the sea. For six months he rested here, examined the surrounding territory, and held friendly intercourse with the natives. Having repaired his battered vessel, and given to the region the name of Southern Indies, he set sail on his return voyage, 3rd July, 1504. Two of the inhabitants accompanied him, one of them being the son of the king or chief, and the first land was next cited on the 10th of October. Unfortunately, the good ship *L'Espoir*, after braving the perils of her long voyage, fell in with an English privateer, by which they were promptly robbed of all the curios they had brought from the Southern Indies, and—worst of all—the journal of the voyage confiscated. The unfortunate Frenchman was then—strange to say—allowed to proceed; and, having arrived at Honfleur, he entered a plaint before the Admiralty Court of Normandy, and wrote an account of his exploits, which was signed by the principal officers.

At this point, De Gonneville disappears from history; whether he, or anyone else, ever went back to the Southern Indies, is unknown; and his name is rescued from oblivion through the singular fact of his having either kidnapped, or taken as a voluntary passenger, the black prince already mentioned. This humble scion of Austral royalty seems to have taken kindly to France; and,

indeed, is said to have persuaded a Frenchwoman to excuse his colour, and his general appearance, on the ground of his high birth; for we hear of a descendant of his being a priest of the Romish Church in 1663. According to Des Brosses' extraordinary story, De Gonneville bequeathed his name and property to his Southern protégé, and actually arranged a marriage between him and a relative of his own. In any case, as the pamphlet tells us, one calling himself J. B. Paulmier, then Canon of the Cathedral of St. Pierre de Lizieux, handed the Judicial Declaration of De Gonneville to one Cramoisy, and this was published by the latter in a document addressed to Pope Alexander VII. It was designated: "A Memorial for the establishment of a Christian Mission in the third part of the world, or 'Terre Australe,' dedicated to His Holiness, Pope Alexander VII., by a priest originating from that country."

This document lay hidden for no less than three and-a-half centuries among the records of the Norman Admiralty; and was only brought to light, we are told, in 1873, by M. Benoit D'Avezac, who drew from it the conclusion that De Gonneville had visited some portion of the South American continent. Admiral Burney, Captain Flinders, Mr. Major and others incline to the belief that the navigator had touched at Madagascar, while Des Brosses and Callander are strongly in favour of the Australian theory.

The latter geographer translated the original memoir of J. B. Paulmier, and it is just possible that his English version of the old Norman dialect may have led to misapprehension.

Now, I have myself inspected Callander's rare work in the Library of the British Museum, and I reproduce the translation of that strange, clever, but most unfortunate Scotsman. It runs thus:—

"It were to be wished that some better hand than mine were employed to give an account of these Southern regions of the world; but I cannot, without being wanting to my character, to my birth, and to my profession, omit doing the duty to the natives of the Southern World. Soon after the Portuguese had discovered their way to the East Indies, some French merchants, invited by a prospect of sharing the gains of this trade, fitted out a ship which, in its route to the Indies, being driven from the straight course by a tempest, were thrown upon this great Southern Land. The natives of the region received the French with the most cordial hospitality; and, during an abode of six months, did them every good office in their power. The French, willing to bring some of the natives home with them, prevailed upon the easy credulity of the chief of that nation to give them one of his sons, promising that they would return him to his country, fully instructed in the European arts, particularly that of making war, which these Australians desired above all things. Thus was the Indian brought into France, where he lived long enough to converse with many who are yet living; and, being baptized, he received the name and surname of the captain who brought him over. His godfather, in order to acquit himself in some degree of what he owed to the Australians, procured him a small establishment in France, and married him to one of his own relations. One of the sons of the marriage was my grandfather. The solemn promise the French had given to the inhabitants to return him among them, and what I owe to my original country, induces me to give the following short account of the voyage, compiled from the memorials of my own family:—

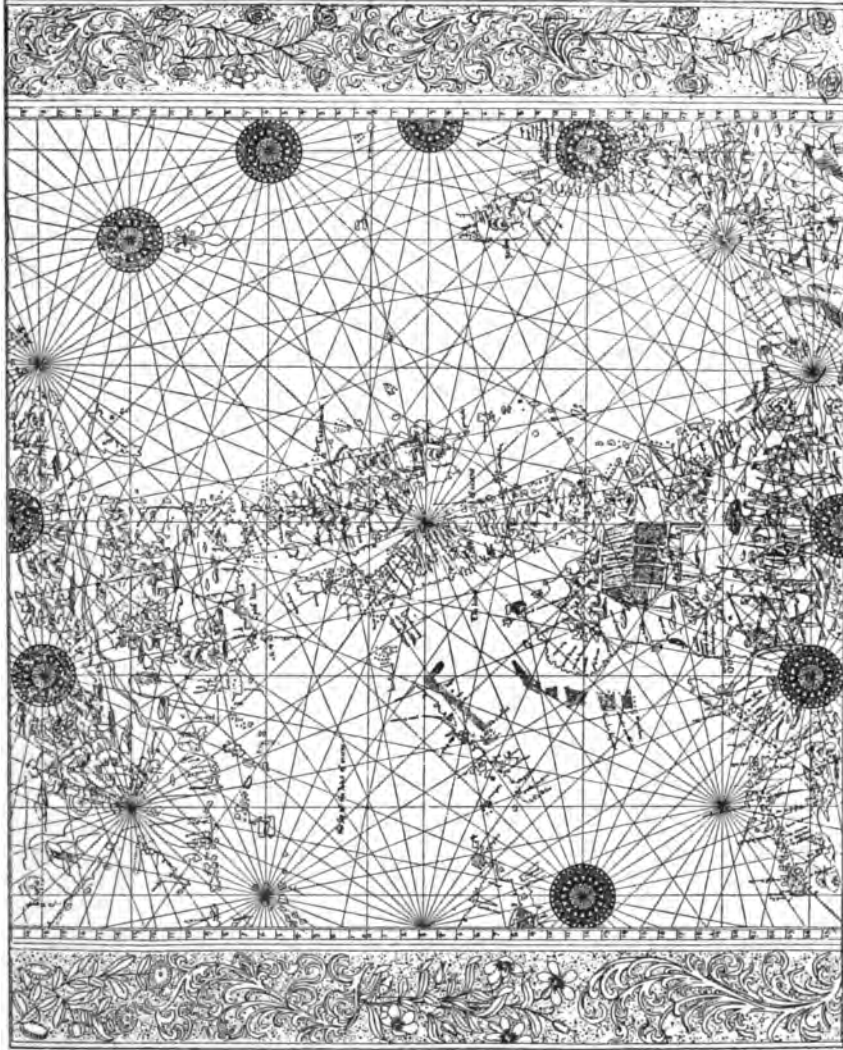
"The French, having formed the design of following the steps of Vasco de Gama in the East Indies, equipped a vessel at Honfleur for that voyage, which

being commanded by the *Sieur de Gonneville*, weighed anchor in June, 1503; and, having doubled the Cape of Good Hope, was attacked by a furious storm, which, driving them far from their intended course, left them uncertain in what part of the world they were. Being in want of water, and their ship having suffered much by storm, the sight of some birds from the South induced them to hold their course that way, where they soon discovered a large country, to which they gave the name of Southern India, according to the usage of those days, when it was customary to give the name of India to every newly-discovered country. They cast anchor in a river which they say was of the bigness of the Orne, near Caen. Here they spent six months refitting their ship; but the crew being intimidated, obliged *Gonneville* to return to France. During his stay, he had time to form a most curious account of the country, and the manners of its inhabitants, which he inserted in his journal; but, unfortunately, being just off the coast of France, he was taken, near the Isle of Guernsey, by an English privateer, who robbed him of his journal, and everything he had. On his landing, he complained to the Admiralty; and having emitted the following Judicial Declaration, at the request of the Procurator of the King, he inserted it in a short relation of the discoveries he had made. This public act, authenticated by all proper forms, was dated 19th July, 1505, and signed by the principal officers of the ship. From this, the following are extracts:—

“Item. They say that during their stay in that country they conversed in all freedom with the natives, having gained their good-will by some trifling presents. That the said Indians were simple people, leading a careless, easy life, subsisting by hunting and fishing, and on some roots and herbs which the soil furnishes spontaneously. Some wear mantles, either of skins or of woven mats, and some of them are made of feathers, like those of the gypsies in our country, only they are shorter, with a kind of apron girt above the haunches, which the men wear down to the knee, and the women to the calf of the leg. The women wear collars, made of bones and small shells. The men have no ornament of this sort, but carry a bow and arrows pointed with sharp bones; they have also a sword made of very hard wood, burned and sharpened at the end, and these are all their weapons. The women and girls go bare-headed, with their hair neatly tied up in tresses, mixed with flowers of most beautiful colours. The men let their hair hang down, but they wear crowns of feathers, richly coloured.

“They saw, further, that having gone two days’ journey into the country, and along the coasts, both to right and left, they found it very fertile, and full of birds, beasts and fish utterly unknown to Christendom. The late *Nicole le Fevre*, of Honfleur—a volunteer in the voyage—had taken exact draughts (sic) of all these things. But everything was lost, together with the journals of the voyage, when the ship was taken, and this makes their account very imperfect.

“Item. They say further that the country is not very populous, the natives living dispersed in villages of thirty, forty, or eighty huts. These huts are made of stakes driven into the ground, the interval being filled up with herbs and leaves, and a hole at the top to let out the smoke. The doors are formed of sticks, neatly tied together, and are shut with wooden keepers, like those of the stables in Normandy. The beds are made of soft mats, skins, or feathers. Their household utensils are formed of wood, even the pots with which they boil water; but to preserve them from burning, they are laid over with a kind of clay an inch thick.



RARE ILLUSTRATED MAP BY JEAN ROTZ, DATED 1542.



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“Item. They say that the country is divided into many cantons, each of which has its king, or chief. These kings are highly honoured and feared by their subjects, of which some of the crew saw a memorable example in the person of a young man of twenty years of age, who in a fit of passion had struck his mother. Though no complaint was made, yet the king sent for him, and ordered him to be thrown into the river, with a large stone tied to his neck, having previously called together the young men of that, and the neighbouring villages, to witness his punishment.

“The name of the king, to whose territory the ship came, was Arosca. His canton extended a day’s journey within land, having about a dozen villages in it, each of which had its particular chief; but all under Arosca. The said Arosca was to appearance about sixty years of age; then a widower, but had six sons from thirty to fifteen years of age, who came often to the ship. Arosca was of middle stature, thick-set, of grave but pleasant countenance. He was then at peace with the neighbouring kings; but they, and he, were at war with the people in the inland country, against whom he marched twice during the ship’s stay there. Each time, he had a body of 500 or 600 men with him; and when he returned the last time, there were great rejoicings made, on account of a victory he had gained. There were nothing but excursions for a few days, in which they begged the French to march with them, in hopes of being assisted by their firearms, but the commander excused himself.

“Item. They say that there came five of these kings to see the ship, but they wore nothing to distinguish them but their plumes of feathers, which, contrary to those of subjects, were of *one* colour. The principal inhabitants wore some feathers of the colours of the kings, mixed with the others. Arosca had his of green.

“Item. They say that these friendly Indians received them as angels from heaven, and were infinitely surprised at the build of the ship, besides the artillery, mirrors, and other things they saw on board. Above all, they were astonished at our method of communicating our thoughts to each other, by letters from the ship to those on shore—not being able to divine how the letter could speak. For these reasons, they greatly feared the French. At the same time, they were so much beloved by them, on account of some axes, mirrors, and knives they gave them, that they were always ready to do anything in their power to serve the strangers, bringing them great quantities of flesh and fish, fruits, and other provisions. Besides which, they brought them large quantities of skins, feathers, and roots for dyeing in different colours; in exchange for which, they received different kinds of hardware, of small price; and thus the French got together above one hundred quintals of their goods.

“Item. They say that, intending to leave there some memorial that this country had been visited by Christians, they erected a large wooden cross, thirty-five feet high, and painted over, placed on an eminence in view of the sea. This they did, with much ceremonial, on the Day of Pentecost, 1504, the cross being carried by the captain and his officers, all bare-footed, accompanied by the King Arosca and the principal Indians; after whom, followed the crew, under arms, singing the Litany. These were accompanied by a crowd of Indians, to whom they gave to understand the meaning of the ceremony as well as they could. Having set up the cross, they fired volleys of their cannon and small arms, charging the Indians to keep carefully, and honour the monument they had set up; and they endeavoured to gain them to this by presenting them

with a number of baubles, which, though of small value, were highly prized by them. On one side of this cross were engraved the name of the Pope, and that of our Sovereign, the name of the Admiral of France, and those of the captain and all his crew. On the other side appeared the Latin verses, following, made by the above Nicole Le Fevre, signifying the date of this transaction:—

“ HIC sacra paLMarIVS, postVITgon IVILLA bInotVs,
“ GreX, foCIVS parIterqVe VtraqVE progenies.

“ Item. They say that, having re-fitted their ship the best way they could, they prepared to return to France; and being willing, after the manner of those that discover strange lands, to carry some of the natives with them, they persuaded the King Arosca to let them have one of his sons, promising to the father that they would bring him back in twenty moons,* at farthest, with others, who should teach them the use of firearms, and how to make mirrors, axes, knives, and whatever else they admired amongst the Christians. These promises determined Arosca to let his son, called Essomeric, to go along with them, to whom he gave for a companion an Indian, of thirty-five years of age, called Namoa. He and his people conveyed them to the ship, giving them provisions, besides many beautiful feathers and other rarities, in order to present them to the King of France. At parting, Arosca obliged them to swear that they would return in twenty moons; and when the ship got under way, all the people gave a great cry, and forming the sign of the cross with their fingers, gave them to understand that they would carefully preserve the one set up among them.

“ Item. They say that they left this Southern country, July 3rd, 1504, and saw no land until the day after the feast of St. Denis, during which time they were much distressed by a malignant fever, of which their surgeon and three more died, among whom was the Indian Namoa. The young son of Arosca, also falling sick, they baptized him by the name of Binot, after their captain, who stood godfather to him. This was done September 14th, after which the young Indian grew better, and eventually arrived at France.”

Callander goes on to say:—

“ Thus far, the Judicial Declaration emitted by De Gonneville before the Admiralty. The rest of the author's memoir is filled with exhortations to the French to profit by this lucky discovery, and send the writer back to the country of his ancestors; but this appears never to have been done. The author seems to have begun this extract from De Gonneville's Declaration in that place where he talks of the manners of the inhabitants, omitting what went before, though it is highly probable that the navigator must have said something of the voyage outwards, and the portion of the country where he landed, which would have been of great importance for us to know at this day. The French writer, from whom we have translated the above account, informs us that the Count de Maurepas caused search to be made through all the records of the Admiralty in Normandy, in order to find the original of the Declaration; but an interval of two centuries and-a-half, and the confusions occasioned by the civil wars, had dispersed all the old papers; and all the information that M. de Maurepas could obtain was that such a document had been amongst the records, but they could give no account of what had become of it. Thus, the full account of an attempt, which Magellan, some years after, finished with success, is entirely

* Months.

lost, except the very lame extract which we have been able to lay before the reader. Our French author tells us that he has seen another copy of this memorial at the end of the dedication to Pope Alexander VII. The author signs his name, thus, at full length: 'Paulmier, Prêtre Indien, Chanoine de l'Église Cathédrale de Lizieux.' The proprietor of this copy has added a note, testifying that this copy was given him by the author himself in 1664. He commends him* as a person of universal knowledge, and one who had travelled all over Europe. He had made the history of navigation his principal study, and was perfectly acquainted with it. In another note, we are told that Essomeric, the son of Arosca, lived to the year 1583, and left this world under the name of Binot. One of his grandchildren, J. B. Binot, was President of the Treasury of Provence, and left an only daughter, who was married to the Marquis de la Barbent, May 4th, 1725. Our readers will not be surprised that we have entered into a detail of facts, in order to elucidate and confirm the truth of the first discovery of the Terra Australis, especially as this account was never seen in our language till now; and is, therefore, little known, even to those who are otherwise acquainted with voyages made to this part of the world."

The above interesting narrative is translated from the *Memoires touchant l'Établissement d'une Mission Chrétienne dans la Terre Australe*, printed at Paris, by Cramoisy, a bookseller, in 1663. Mr. Callander's book, *Terra Australis Cognita*, from which I have quoted, was published in Edinburgh, in 1764.

De Gonneville's voyage was accomplished before many more famous ones, yet it cannot be denied that, in some respects, the story put forth has a semblance of truth. It is much to be regretted that the worthy priest, who in his anxiety to fulfil, as far as possible, De Gonneville's broken promise, viz.: to return within "twenty moons," and had collected all available material from the traditions and papers of his own family, should have omitted to give us any inkling as to the latitude and longitude of the country of his ancestors. "Perhaps," suggests Callander, doubtless an able geographer of his kind, "it is a part of that coast where our charts lay down the Cape of the Austral Continent, longitude 7°, latitude 42° South." Bouvet, who made his voyage, 1739, "supposes that Gonneville's country may lie somewhere under that meridian, and in latitude 48°; but this does not agree well with the account itself, as from this land appears to lie more Easterly, and not so much to the South. It is more probable that it lies to the South of the Little Moluccas, in that quarter which, according to our division, is called by us Australasia. Duval and Nolin have laid it down in their maps as lying S.W. from the Cape of Good Hope, longitude 20°, latitude 48°; whereas Gonneville himself tells us that he found this country in his route to the East Indies, but not till after he had doubled the Cape."

Admiral Burney holds the opinion that De Gonneville did *not* touch Australia; but, having rounded the Cape, he was driven by tempestuous weather to a point near to the coast of Madagascar, for which island he shaped his course, being guided by a flight of birds. In common with most modern writers, I have been inclined to support Burney's view, and to reject the idea that the Norman captain was the first discoverer of Australia. A very strong reason for this belief lies, I contend, in the fact that no effort appears to have

* The alleged Prince.

been made immediately after the alleged capture of De Gonville's journals by the English privateer, to corroborate the circumstantial account of the navigator, who doubtless had the support of his officers' evidence, not to mention the fact that he carried a native prince, to whose royal father a Catholic oath had been sworn on the cross, by a presumably devout Catholic. It is indeed hard to believe the story as we have it. This undertaking was made by the captain, in the name of his country, and it is inconceivable that no effort was made to perform such a solemn and binding promise. It may be taken for granted that De Gonville was a navigator of some standing, well versed in nautical matters, ranking with, and competing with Vasco da Gama, his immediate predecessor in these seas, and Ferdinand Magellan, who, seventeen years afterwards, accomplished the feat which the Norman is said to have attempted in 1504. Such being the case, it is not easy to believe that he would readily let pass this splendid opportunity of achieving an illustrious name. Why should he, instead of returning to Southern India, as was his stated purpose, take the almost incredible alternative of adopting the young black, making him his heir, and, finally, procuring for him, as a wife, a French lady—one of his own relatives? What fortune, we ask ourselves, would induce any refined Frenchwoman to marry an Australian savage?

Certainly we know that Pocahontas, daughter of Powhatan, an Indian chief of Old Virginia, married John Rolfe, after rescuing Captain John Smith from her father's knife; and having come over to England, was received with all honours. But she was a beautiful young Indian princess, from all accounts.* An Australian savage is quite a different person, as I fancy everyone will agree. It is very easy to conceive a gentleman of those days—or, indeed, of any day—taking for his wife an Indian princess who had saved his friend's life at the risk of her own; and who was not only of exquisite form and feature, but combined bravery with beauty. This may well be believed; and, indeed, is a matter of history. But an Australian aboriginal with a young French lady! Such an alliance would be impossible. Another point which strikes me as strange is that the English privateer should have allowed De Gonville and his officers to depart in peace to their native shore, instead of taking them as prisoners straight to England, which was close at hand. Again, should such an important journal have fallen into British hands, even if it attracted little attention at the time, it would, at least, have been placed among the archives of the period. But these all-important writings, together with those of Nicole le Fevre, and the drawings of the latter have never been found—the only contemporary document ever discovered being the Judicial Declaration, which, as already stated, was unearthed by the French geographer, Benoit d'Avezac, in 1873; and he comes to the conclusion that his countryman did *not* visit Australia, but touched on some part of South America. Had there been strong grounds for the former belief, surely M. d'Avezac would have eagerly seized upon them, and given all possible credit to a distinguished mariner of his own nation.

Then we are told that the inhabitants of this land were armed with bows and arrows, pointed with sharp bones; and we have no mention of that most unique and distinguished weapon, the *boomerang*. Had De Gonville given ever so meagre a description of the latter, we might have taken that alone as

* She died 1617, having being baptized in the name of Rebecca.

proof that he had been among the Aborigines of Australia. A kangaroo, or a black swan, would likewise have substantiated the Australian theory.

"The country is not very populous," we are told—a statement so indefinite as to apply to hundreds of regions—and the natives are described as "living dispersed in villages, consisting of thirty, forty, or eighty huts." Also that the country is divided into many cantons, each of which has its king or chief, who has "power of life and death over his subjects." And, finally, in exercise of the latter prerogative, we are told that the king ordered a young man to be drowned like a dog, because he had struck his mother in a fit of passion. Now, the Australian blacks do not live in villages, as described, nor is the country divided into cantons under separate kings. We fear, moreover, that no aboriginal chief would be likely to order the death of a young man for the trifling offence of chastising his mother. The Australian female is well used to corporal punishment, and native gentlemen are notorious for their lack of gallantry towards the fair sex. Had sentences of death been for any cause passed, the club or spear, and certainly not drowning, would have been the method of execution.

We are, moreover, informed that the king's name was *Arosca*, and that of his expatriated son *Essomeric*—neither of which are Australian-sounding words. The former—*i.e.*, the king—is said to have been a widower—a most unlikely state of affairs with a healthy old Australian chief. Such potentates always make a point of securing all the young girls for their comfort and delectation.

Before advancing certain ingenious arguments on the other side, which are set forth by Mr. Ernest Favenc, I cannot but think that the foregoing facts banish all possibility of establishing De Gonville's claim to have discovered Australia. At the same time, the above-named writer raises some very interesting questions in regard to the matter. Burney's Madagascar theory is attacked on various grounds. It is stated that he was misled by Callander's erroneous translation of the original French; but only one instance is pointed out, and that, in allusion to the dressing of the women's hair. "The women and girls," he says, "bareheaded, with their hair neatly tied up in tresses, mixed with flowers of most beautiful colours," is the Scotch geographer's free translation of "*Et vont les femmes et filles tête nue ayant les cheveux gentiment teurchés de petits cordon d'herbes teintes de couleurs vives et luisantes.*" "*Gentiment teurchés*," M. Favenc says, means "nicely ornamented," and not "tied up in tresses"—a characteristic custom of the Madagascar women. But, on the other hand, surely we are not asked to believe that the aboriginal women wear their hair "nicely ornamented with little strings of grass dyed in bright colours."

We are asked to note that De Gonville states that he was driven into calm latitudes; and, after tedious navigation, was directed Southward by a flight of birds. Did he then strike the coast of Madagascar? M. La Meslée replies in the negative, on the following grounds:—De Gonville left Honfleur in June, 1503, and left the said *Arosca's* kingdom on the 3rd of July, 1504—thirteen months later—after a residence of six months. His outward voyage, therefore, lasted about seven months, which would bring him into the neighbourhood of the Cape of Good Hope about December, 1503, or January, 1504. Then this writer states, that as it is a well-known fact that tempestuous weather is generally met with from the *South-west*; and, moreover, that the prevailing wind during that season of the year is from the *North-west*, De Gonville—whose true course lay to the *North-east*—was probably driven much more

towards the East than he expected. For he expressly states that he was convinced that he was not far from the true course to the East Indies. Had the tempests blown from the *South-east*, there would never, in all probability, have been any need for discussing his account, for he would have had none to render, as his ship would have been driven very quickly against the East African coast, or the North-east coast of Madagascar, and wrecked.

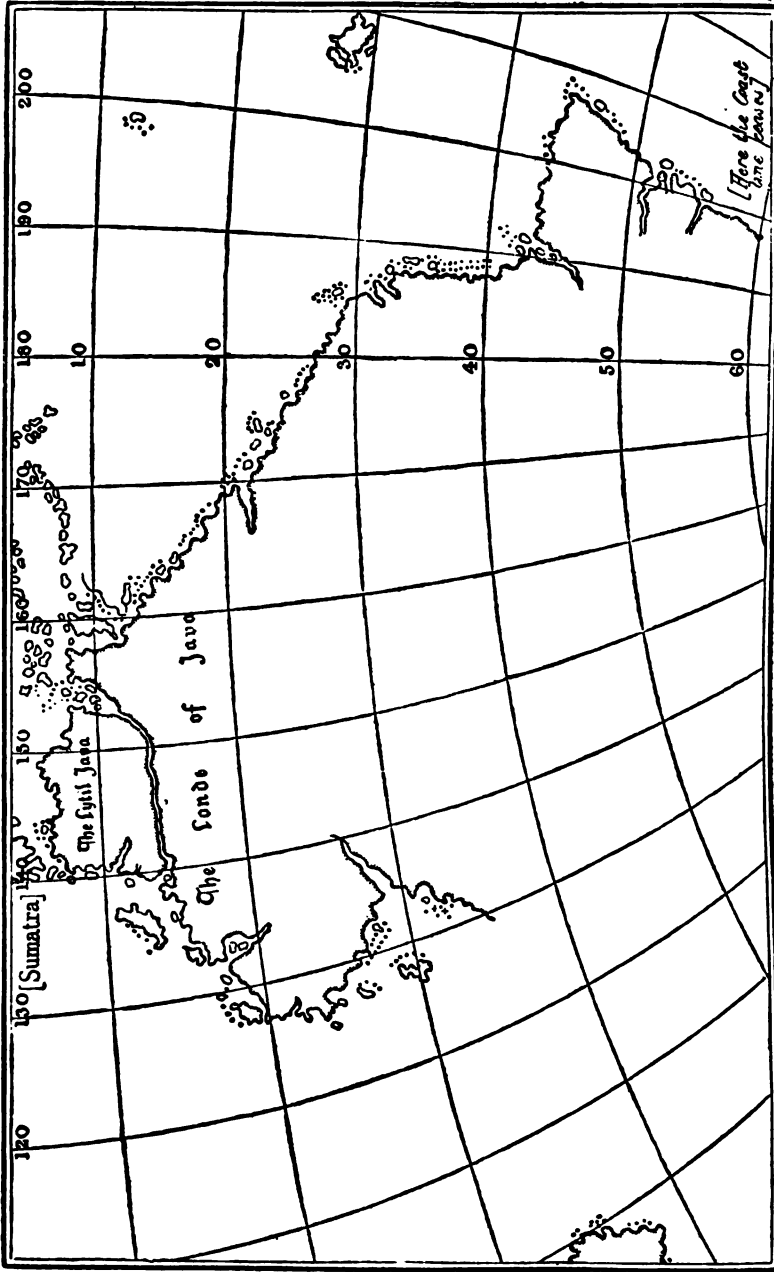
Now, to base an argument upon the probable prevalence of *certain winds* off the Cape of Good Hope, is, indeed, far-fetched. It is manifestly impossible to assign any particular wind to an indefinite expanse of ocean round about the South coast of Africa and Madagascar. He might have been wrecked on the South-east coast of Madagascar, supposing that a South-east tempest did happen to blow. But, on the other hand, supposing the wind did blow from that quarter, and supposing he found safe anchorage at Madagascar, what then? Well, then, let it rest on supposition.

But to follow out the Frenchman's theory a little further, regarding the duration of De Gonville's voyage. He admits that in January, 1504, the Norman captain may have been off the Hope, then how could he possibly make the long voyage from there to North-west Australia, and afterwards live there for six months, between January, 1504, and 3rd July of the same year?

Again, we are reminded by De Gonville's ingenious advocate, that the Portuguese, who discovered Madagascar in 1506, and explored its coasts in the following years, could not have long remained in ignorance of this navigator's visit. To this proposition, two obvious answers suggest themselves. Possibly the Portuguese landed at another than the kingdom of Arosca. But, supposing they cast anchor at the very identical locality, where the alleged cross had been erected two years previously, and supposing they had heard all about the French occupation, the wily Lusitanians would, in all probability, strive to forget such an unpleasant fact, that the French had anticipated their discovery. Jealousy and concealment of the truth were prominent characteristics among the pioneers of the Southern Seas, as can be testified by succeeding generations of perplexed historians and geographers.

Then regarding the Memorial to Pope Alexander VII., which probably was never presented, it is pointed out as very improbable that Paulmier would have begged His Holiness to found a Christian mission in Madagascar, because the Portuguese missionaries started preaching the gospel there, almost immediately after its discovery, in 1506. Whether this be true or not, it is quite conceivable that Paulmier very properly believed that a mission, headed by a genuine royal son of the soil, would be specially efficacious regarding the advance of Christianity, especially in the kingdom where the Arosca dynasty may still have been ruling. In a portion of Des Brosses' account (untranslated by Callander), it is plainly stated that this priest was frequently in the company of M. de Flacourt, who was Governor of Madagascar, in 1642, which seems to indicate that Paulmier had Christianising designs on this very island.

A river of the size described, pre-supposed a country of considerable extent; and, therefore, De Gonville could not have landed on any of the islands lying between Madagascar and the Sunda Islands. It could not have been either of the latter named, as they lie to the North, and not to the South of the calm latitude referred to by De Gonville. We are, perforce, obliged to admit, that as it was not, and cannot have been Madagascar, it must have been Australia; and, in all probability, the North-west coast of the continent, about the Prince



SECTION OF MAP SHOWING ABRUPT TERMINATION OF COAST LINE, BY JEAN ROTZ, 1542.



Regent and Glenelg rivers, where the explorers, King and Grey, found fine rivers, and a rich country fairly populated by warlike natives. "It is certainly difficult," the writer admits, "to imagine that they could possibly have had any resemblance to the races we are accustomed to meet with in almost all parts of Australia. Still less could they have resembled the wretched creatures which Dampier found inhabiting the West coast, between Cape Levêque and the North-west Cape; and we must, therefore, look further North for a country, and a race of men, answering better to the description of the Norman captain."

The writer of the article further admits, with the utmost candour:—

"De Gonneville found a fine district, watered by a large river, and inhabited by men who possessed a kind of rudimentary civilisation, a tribal organisation, and who obeyed some established individual authority. He further tells us they lived in villages, or agglomerations of huts, of the shape of the covered markets in the Normandy villages—that is to say—oval or round, made of stakes driven into the ground, and the intervals filled up with herbs and the leaves of trees; and, moreover, that the speech of these people is soft and melodious. He also speaks of the birds, beasts, and fishes, and other curious animals, unknown in Christendom; of which, M. Nicole le Fevre, of Honfleur, had taken exact draughts. And, further on, we are informed that De Gonneville induced the chief, or king, of the country to allow him to take home his son, with another Indian, as a companion, promising to return in twenty moons. No doubt he discovered the impossibility of fulfilling that promise, and so procured the young Australian an establishment in France, and induced one of his relatives to marry him. This last portion of the narrative would appear the most incredible of all, if we had not official and documentary evidence of its absolute truth, since it must certainly be presumed that the Australian could not have belonged to the wretched races with whom we are familiar."

In order to reconcile these contradictions, and so establish (or bolster up) his case, the sanguine Frenchman presses Captain King and Lieutenant Grey into his service, and quotes from the journal of the latter in 1838, in which he describes the country and inhabitants of the Glenelg and Prince Regent River districts.

Expedition in North-Western and Western Australia, page 179:—

"The peak we ascended afforded us a very beautiful view. To the North lay Prince Regent's River, and the good country we were now upon extended as far as the inlets, which communicated with the great navigable stream. To the South and Westward lay the Glenelg, meandering through as verdant and fertile a district as the eye of man ever rested on. The luxuriance of tropical vegetation was now seen to great advantage, in the height of the rainy season. The smoke of native fires rose in every direction from the country, which lay like a map at our feet; and when I recollected that all these natural riches of soil and climate lay between two navigable rivers, and that its coast frontage, not much exceeding fifty miles in latitude, contained three of the finest harbours in the world, in which the tide rose thirty-seven and-a-half feet, I could not but feel we were in a land singularly blessed by nature."

Further laudation of the territory to the same effect is quoted from the explorer's journal, with the view of proving, what is not denied, that some excellent territory was discovered in this quarter, which might be held to correspond with the very meagre description of the land reached by De Gonneville, given by that French priest. Then we are somewhat unnecessarily

reminded that Grey declares North-western Australia to be "peculiarly prolific in birds, reptiles, and insects, who dwell here unmolested."

This surely has no bearing upon the Norman captain's visit to the neighbourhood. But M. la Meslée is of a different opinion; and, after another quotation dealing with "feathered denizens," "many-coloured parrakeets," and rivers swarming with fish, he asks: "Could there be a more fitting description of that country which De Gonneville and his companions explored along this coast, and in the interior to a distance of two days' journey, which they found to be very fertile, and full of many birds, beasts, and fish, hitherto unknown in Christendom?" To which does the latter qualification apply? Certainly not to birds, beasts, or fish of either South America or Madagascar; as the American *fauna* was, at the time, to a certain extent, already known; and that of Madagascar, which resembles that of the East coast of Africa, apart from a few species, not particularly remarkable or numerous, was also well known to the Europeans.

Now, let us look further into De Gonneville's claims. The beast, of all others, which must have struck the Frenchman and his associates as peculiar, was the kangaroo. Does it not seem strange that M. Nicole le Fevre—who had *pourtrayé les façons* of all these creatures, "utterly unknown in Christendom"—should not have drawn a kangaroo from memory? If even *all* of his sketches were lost, it is at least strange that some description of the marsupial should not have been written by De Gonneville himself.

It is next the French writer's object to make the natives of Southern India, according to Paulmier's document, correspond with the real Australian article. He again appeals to Grey, and quotes thus from p. 251 of above-mentioned work:

"My knowledge of the natives is chiefly drawn from what I have observed of their haunts, their painted caves and drawings. I have, moreover, become acquainted with several of their weapons, some of their implements, and took pains to study their disposition and habits as far as I could.

"In their manner of life, their weapons, and mode of hunting, they closely resemble the other Australian tribes, with which I have since become pretty intimately acquainted, *whilst in their form and appearance there is a striking difference*. They seem to have no regular mode of dressing their hair, this appearing to depend entirely on individual taste or caprice.

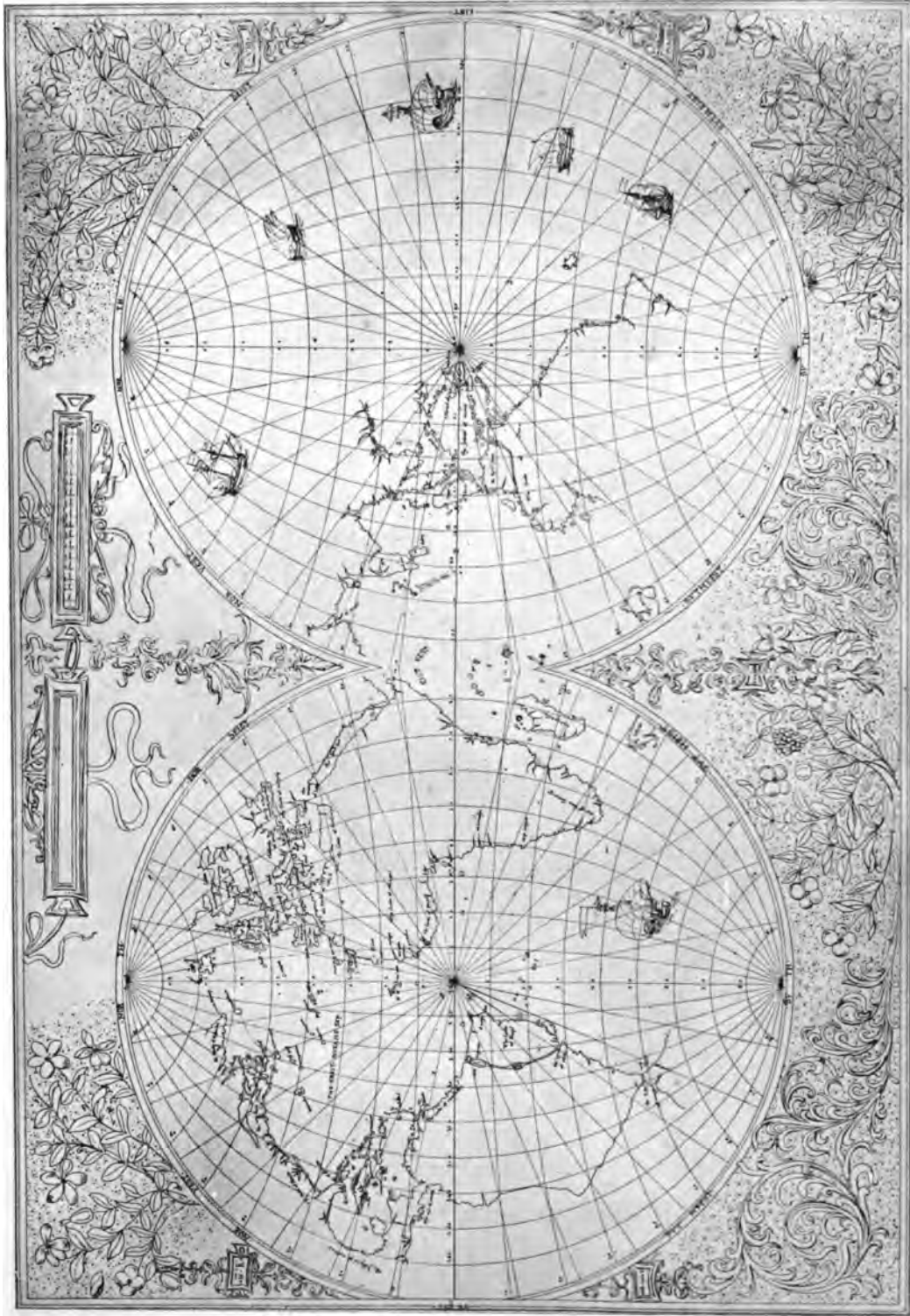
"*They appear to live in tribes, subject perhaps to some individual authority, and each tribe has a sort of capital, or headquarters, where the women and children remain; whilst the men, divided into small parties, hunt and shoot in every direction*. The largest number we saw together, including women and children, amounted to nearly two hundred.

"Their arms consist of stone-headed spears, of throwing-sticks, of boomerangs of kileys,* clubs, and stone hatchets. These natives manufacture their water-buckets and weapons very neatly, and make from the bark of a tree a light, but strong, cord.

"*Their huts, of which I only saw those on the coast, are constructed in an oval form of the boughs of trees, and are roofed with dry reeds. The diameter of one, which I measured, was about fourteen feet at the base.*

"*Their language is soft and melodious, so much so, as to lead to the inference that it differs very materially, if not radically, from the more Southern Australian dialects, which I have since had an opportunity to enquire into. Their gesticulation*

* For a full description of the boomerang, see Appendix.



MAP OF THE WORLD BY JEAN ROTZ, DEDICATED TO HENRY VIII., DATED 1542.





is expressive, and their bearing manly and noble. They never speared a horse or sheep belonging to us; and, judging by the degree of industry shown in their paintings, the absence of anything offensive in the subject delineated, and the careful finish of some articles of common use, I should infer that, under proper treatment, they might easily be raised very considerably in the scale of civilisation.

"A remarkable circumstance is the presence amongst them of a race, to appearance, totally different, and almost white, who seem to exercise no small influence over the rest. I am forced to believe that the distrust evinced towards strangers arose from these persons, as in both instances when we attacked, the hostile party was led by one of these light-coloured men."

M. la Meslée perceives "a close resemblance" between Grey's natives, their tribal organisation, and even their language, and De Gonneville's Southern Indians.

Three hundred and thirty years of an interval may, he thinks, have somewhat changed their customs. Doubtless, but scarcely to the extent of giving up their clothing, and going about naked, their bodies being covered with "scars and wales," which was the fashion affected by Grey's Australians. Then, De Gonneville's ladies had "their hair nicely ornamented with little strings of grass, dyed in bright colours," Grey's females had "no regular mode of dressing their hair." Truly, a lamentable falling off. The discrepancy regarding weapons is even more glaring. The bows and arrows, the swords of hard wood, had completely vanished in favour of spears and boomerangs,* truly a most unaccountable state of affairs.

It is further suggested that the light-coloured natives were of Malay origin, and altogether of a superior race. Indeed, it is more than hinted that it was one of these who won the heart of De Gonneville's Norman relative, and so founded the Franco-Australian Paulmier family. But the priest makes no mention of *white* Indians † being seen by the captain of the good ship *l'Espoir*, and in my humble opinion, the pale-complexioned aborigines, who vexed the heart of Grey, had not yet appeared on the North-west coast, in the year of grace, 1504. The writer of the French article thinks they came of Malay, or New Guinea stock; but the former nation are of a cinnamon brown colour, and hardly to be distinguished from Mongolians, whilst the Papuans are even blacker than the genuine Australians. Either of these races might have brought bows and arrows from their native land, but an admixture of either blood would not have produced "a race almost white," as described by Grey. I think it is more than probable that, if the natives in question had not actually *painted themselves white for the occasion*, they may have been half-breeds; that is, the progeny of aboriginal females and European sealers, whalers, or possibly ship-wrecked mariners.

La Meslée again quotes from Grey, "this excellent author," as he calls him, "whose clear and concise descriptions are of such value." In fact, Sir George seems unwittingly to have written his journal for the express purpose of proving De Gonneville's priority as the discoverer of Australia; for the work of no other traveller is cited. This time we get a full description of the remarkable cane-paintings, as given in the explorer's diary, and M. la Meslée

* For description of Australian weapons, see Appendix.

† In the land of the black swan, certainly the presence of a white Indian might not be wondered at. They have yet to be found, however.

boldly asserts that these are the work of Europeans. The first, we are told, represents holy women praying before the Virgin; and the other, some holy nun. "It may be objected," he finally admits, "that the Virgin could hardly have been portrayed in such a costume, to which the answer may be made that it was a common custom at the time among the disciples of Francis Xavier, who evangelised India, to represent the Virgin and the Saints in the costume of the country, in order to bring them in an easier way to the conception of the native mind—a practice, need it be added, which brought on the heads of the Jesuits the most severe condemnation." Then, certain curious marks on the *aureola*, which surrounds the head of a saint, are asserted to form the Latin letters "GITILE;" but no attempt is made to interpret their significance, save that the alleged practice of painting a saint's name on his halo was a common one in the middle ages.

Lastly, Grey's account of *the only head sculptured in rock ever found in Australia*, is fully quoted, after which our author proceeds:—"We shall go no farther with this discussion, which the appearance of this sculptured profile of a European head closes on our behalf, better than all volumes would do, but conclude it in a few words.

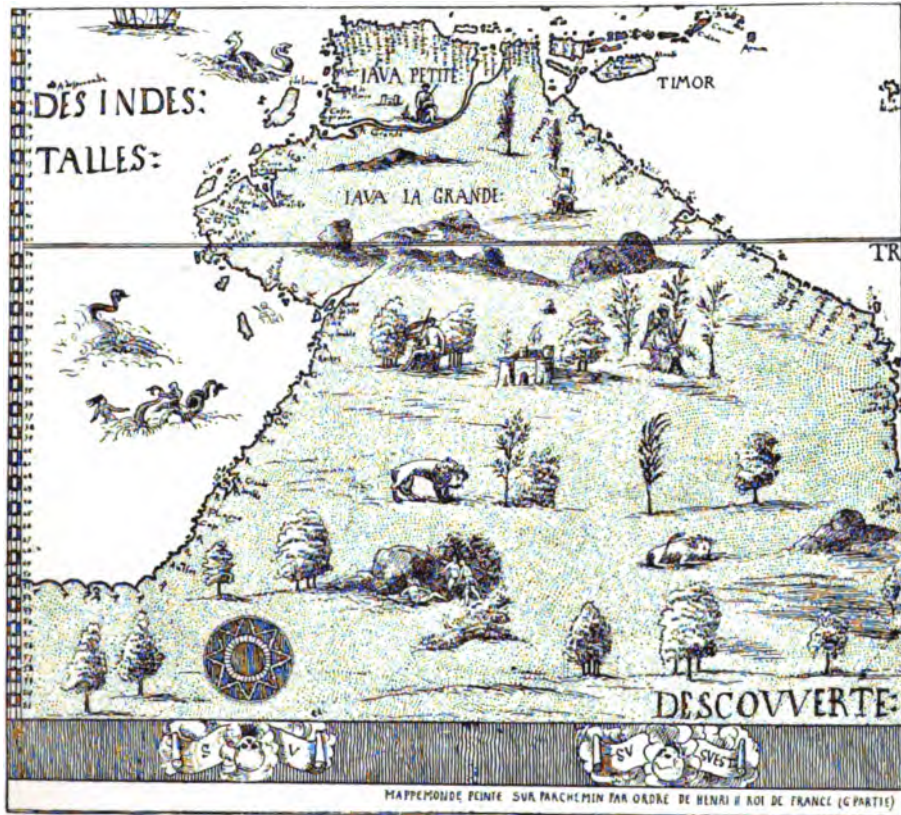
"The Norman captain, driven into unknown latitudes, reached a coast which he imagines to be South of India, at the mouth of a fine river. They were, in all probability, of Malay stock; and there is no difficulty, so far, to understand his female relative having married a person of that race, the remnants of which have been since met with by other travellers."

Now there is, in my opinion, *very great difficulty* in conceiving any French lady marrying a savage who was a cross between a Malay and a North-west Australian, a hideous combination I should think; and I know not upon what authority the writer states that such half-breeds have been seen by other travellers. The suggestion and supposition are entirely his own, and put forward hypothetically to support his untenable theory.

M. La Meslée continues thus:—"Three hundred and thirty-five years after De Gonneville's voyage, King and Grey explore the North-west part of Australia—a country never set foot upon by Europeans in the interval." The last clause is italicized by the author, but there are no sufficient grounds for making such a statement. Other ships may have been driven on the same coast by winds similar to those which beset the ship *Espoir*, if—according to his own contention—she did cast anchor off these shores. But, if his assertion be true, *perhaps some of De Gonneville's crew were responsible for the light tinge in the complexion of Grey's natives*.

Again and again La Meslée attributes the paintings and sculpture to the companions of the Norman navigator, and winds up with the bare-faced statement:—"One thing is settled, however, beyond the possibility of doubt, and that is that De Gonneville landed on no other soil but that of Australia; and nowhere else but at the mouth of some of the North-west rivers." This is certainly a cool way of settling the question in favour of his own nation, to his own satisfaction. Surely M. La Meslée must be aware that curious devices have been found in caves and elsewhere in other parts of the Australian continent.

Flinders discovered drawings of porpoises, turtles, kangaroos, and figures in the Gulf of Carpentaria; and Allan Cunningham had found rude representations of dogs, kangaroos, fish, clubs, and other devices in Clack's Island on the North-



SECTION OF MAP FROM JOMARD'S ATLAS IN THE BRITISH MUSEUM, DATED 1546.

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east coast. Grey says that strange legends existed regarding them; and the natives believed that the moon, when in human shape, lived here.

Nay, even so late as 1872, Mr. Ernest Giles found strange drawings in a cave, situated about latitude 23° and longitude 131° , which is on the borders of South and Western Australia, in the very heart of the country. These can scarcely have been the work of European artificers!

Although I have not reproduced M. La Meslée's article *in extenso*, the foregoing summary contains the chief reasons he puts forth for conferring upon De Gonneville the honour of having first discovered Australia. In my opinion, so far from having advanced the French claims, he has given us extremely good reasons for believing that his compatriot never touched Australian soil. Had he done so, definite proof of his visit would not be absent, even in spite of the lapse of nearly four centuries. As the matter stands, the arguments *against* the theory are cogent and convincing, while those in its favour are flimsy, shadowy and uncertain.





VOYAGES.

MAGELLAN'S VOYAGE.

IN 1520, the famous Ferdinand Magellan circumnavigated the globe in a ship called the *Victoria*. As a matter of fact, as will be seen, he never reached home, having been slain in a battle with the Manthan islanders. Thus, although a Spanish ship was the first to sail round the world, her commander failed to do so; leaving to Sir Francis Drake the honour of being the first to perform this stupendous feat.

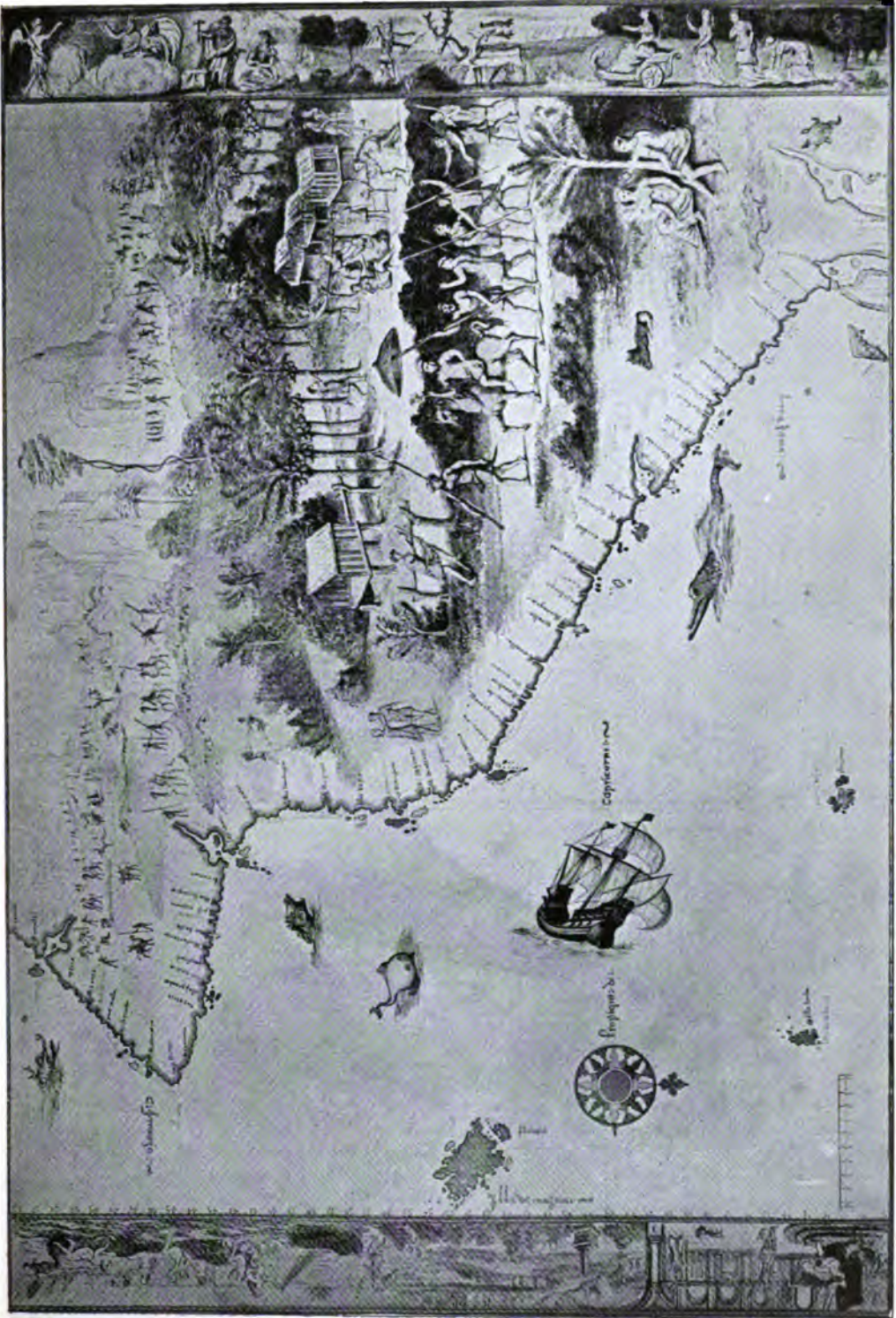
Magellan was a Portuguese by birth; but for reasons, which afterwards appear in the celebrated letter of Maximilianus Transylvanus to the Cardinal of Salzburg, the Spanish claim is thus asserted in the *Compendio Geographico Estadistico de Portugal y sus posesiones ultramarinas*, by Aldama Ayala, 8vo., Madrid, 1855, p. 482:—"The Dutch lay claim to the discovery of the continent of Australia in the 17th century, although it was discovered by Ferdinand Magellan, a Portuguese, who set sail by order of the Emperor Charles V., in the year 1520, as is proved by authentic documents such as the Atlas of Fernando Vaz Dourado, made at Goa in 1570, on one of the maps in which is laid down the coast of Australia. The said magnificent atlas, illuminated to perfection, was formerly preserved in the Carthusian Library, at Elvora."

Then a similar claim was made on behalf of their illustrious countryman by the Portuguese in an Almanack, published at Agra—the island of Terceira, by the Government press in 1832; and composed, it is supposed, by the Viscount Sa' de Baudiera, Minister of Marine, at Lisbon. In the examination of this question, the editor has exhibited much earnestness and care. He is the well-known author of that important work, *Mariner's Tonga Islands*—Dr. John Martin.

VAZ DOURADO'S MAP.

In respect to the claim on behalf of Magellan, a few extracts from his reports on Vaz Dourado's map may be interesting. He says:—

"On inspecting the map, and examining the more Southern regions, I found that the island of Timor was the most Southern land laid down in latitude 10° S., which is its true situation; while further to the South all was blank, excepting



SECTION OF MAP BY NICHOLAS VALLARD.

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certain ornamental devices as far as about latitude 17° or 18° , which was the lowest margin of the map. To the West and East, the map was bordered by a scale of latitude in single degrees; but the map did not occupy the whole sheet of vellum, for to the right of the Eastern scale was laid down a line of coast, running with a little Southing from West to East, with many rivers and places upon it.

"Now, if the whole sheet is meant to constitute one map, then the coast in question is not where New Holland ought to be—being North of Timor, and too far Eastward.

"The reasons why I cannot consider this coast as part of New Holland are:

"1st. It is at least one thousand five hundred miles in length, and *nearly* straight, though indented in parts.

"2nd. It is represented as having numerous rivers, which are very rare in New Holland.

"3rd. It is considerably distant from its true place to the South of Timor.

"On a closer and more minute examination of Dourado's map, I think it is evident that the coast discovered by Magellan is no other than the Northern shore of New Guinea."

In the face of this opinion, by so eminent an authority, I think it is safe to conclude that the Portugo-Spanish claim on behalf of the great navigator may be set aside.

THE LETTER OF MAXIMILIANUS TRANSYLVANUS DESCRIBING MAGELLAN'S VOYAGE.

MOST REVEREND AND ILLUSTRIOUS LORD,—My only Lord, to you I most humbly commend myself. Not long ago, one of those five ships returned, which the Emperor, while he was at Saragossa some years ago, had sent into a strange and hitherto unknown part of the world to search for the islands in which spices grow. For although the Portuguese bring us a great quantity of them from the Golden Chersonesas, which we now call Malacca, nevertheless their own Indian possessions produce none but pepper. For it is well known that the other spices, such as cinnamon, cloves and nutmeg, which we call muscat, and its covering, which we call muscat-flower, are brought to their Indian possessions from distant islands hitherto only known by name, in ships held together, not by iron fastenings, but merely by palm leaves, and having round sails also woven out of palm fibres. Ships of this sort they call "junks," and they are impelled by the wind only when it blows directly fore or aft.

Nor is it wonderful that these islands have not been known to any mortal almost up to our time. For whatever statements of ancient authors we have hitherto read, with respect to the native soil of these spices, are partly entirely fabulous, and partly so far from the truth, that the very regions in which they asserted that these spices were produced, are scarcely less distant from the countries in which it is now ascertained that they grow, than we are ourselves.

For, not to mention others, Herodotus—in other respects a very good authority—states that cinnamon was found in birds' nests, into which the birds had brought it from very distant regions, among which birds he specially mentions the Phoenix, and I know not who has ever seen the nest of the Phoenix. But Pliny, who might have been thought to have better means of knowing the facts—since long before his time many discoveries had been made by the fleets of Alexander the Great, and by other expeditions—states that

cinnamon was produced in Ethiopia, on the borders of the land of the Troglodytæ. Whereas we know now that cinnamon is produced at a very great distance from any part of Ethiopia, and especially from the country of the Troglodytæ, *i.e.*, dwellers in subterranean caves.

Now, it was necessary for our sailors who have recently returned, who know more about Ethiopia than about other countries, to sail round the whole world, and that in a very wide circuit, before they discovered these islands and returned to Europe; and since their voyage was a very remarkable one, and neither in our own time, nor in any former age, has such a voyage been accomplished, or even attempted, I have determined to send your Lordship a full and accurate account of the expedition.

I have taken much care in obtaining an account of the facts from the commanding officer of the squadron, and from the individual sailors who have returned with him. They also made a statement to the Emperor, and to several other persons, with such good faith and sincerity, that they appeared in their narrative not only to have abstained from fabulous statements, but also to contradict and refute the fabulous statements made by ancient authors.

For who ever believed in the Monoceli, or Sciapodes (one-legged men), the Scirites, the Spithamaei (persons a span— $7\frac{1}{2}$ inches—high), and such like, which were rather monsters than men?

Yet, although the Castilians in their voyages Westwards, and the Portuguese sailing Eastwards, have sought out, discovered, and surveyed so many places, even beyond the tropic of Capricorn, and now these countrymen of ours have sailed completely round the world, none of them have found any trustworthy evidence in favour of the existence of such monsters; and, therefore, all such accounts ought to be regarded as fabulous, and as old wives' tales, handed down from one writer to another, without any basis of truth; but as I have to make a voyage round the world, I will not extend my prefatory remarks, but will come at once to the point.

Some thirty years ago, when the Castilians in the West, and the Portuguese in the East, had begun to search after new and unknown lands, in order to avoid any interference of one with the other, the kings of these countries divided the whole world between them, by the authority probably of Pope Alexander VI., on this plan, that a line should be drawn from the North to the South Pole, through a point three hundred and sixty leagues West of the Hesperides, which they now call Cape Verde Islands, which would divide the earth's surface into two equal portions. All unknown lands hereafter discovered to the East of this line were assigned to the Portuguese; all on the West, to the Castilians. Hence it came to pass that the Castilians always sailed S.W., and there discovered a very extensive continent, besides numerous large islands abounding in gold, pearls, and other valuable commodities; and have quite recently discovered a large inland city named Tenoxtica,* situate in a lake like Venice. Peter Martyr, an author who is more careful as to the accuracy of his statements than of the elegance of his style, has given a full, but true description of this city. But the Portuguese, sailing Southward past the Hesperides and the fish-eating Ethiopians, crossed the Equator and the Tropic of Capricorn, and sailing Eastward, discovered several very large islands heretofore unknown, and also the sources of the Nile and the Troglodytes. Thence, by way of the Arabian and Persian Gulfs, they arrived at the shores of India, within the

* Mexico.

Ganges, where now there is a very great trading station and kingdom of Calicut. Hence they sailed to Taprobane, which is now called Zamatara;* for where Ptolemy, Pliny, and other geographers placed Taprobane, there is now no island which can possibly be identified with it. Thence they came to the Golden Chersonesus, where now stands the well-peopled city of Malacca, the principal place of business of the East. After this, they penetrated into a great gulf as far as the nation of the Sinoe, who are now called Schinoe,† where they found a fair-haired, and tolerably civilized people, like our folks in Germany. They believe that the Seres and Asiatic Scythians extend as far as these parts.

And although there was a somewhat doubtful rumour afloat that the Portuguese had advanced so far to the East that they had come to the end of their own limits, and had passed over the territory appointed for the Castilians, and that Malacca and the Great Gulf were within our limits; all this was more said than believed, until four years ago, Ferdinand Magellan, a distinguished Portuguese, who had for many years sailed about the Eastern Seas as admiral of the Portuguese, having quarrelled with his king, who he considered had acted ungratefully to him; and Christopher Haro, brother of my father-in-law, of Lisbon, who had, through his agents, for many years carried on trade with those Eastern countries, and more recently with the Chinese, so that he was well acquainted with these matters (he also having been ill-used by the King of Portugal, had returned to his native country Castille), pointed out to the Emperor that it was not yet clearly ascertained whether Malacca was within the boundaries of the Portuguese, or the Castilians, because hitherto its longitude had not been definitely known, but that it was an undoubted fact that the Great Gulf and the Chinese nations were within the Castilian limits. They asserted also that it was absolutely certain that the islands called the Moluccas, in which all sorts of spices grow, and from which they were brought to Malacca, were contained in the Western, or Castilian Division; and that it would be possible to sail to them, and to bring the spices at less trouble and expense from their native soil to Castille.

The plan of the voyage was to sail to the West, and then coasting the Southern Hemisphere round the South of America to the East. Yet it appeared to be a difficult undertaking, and one of which the practicability was doubtful. Not that it was impossible, *prima facie*, to sail from the West round to the Southern Hemisphere to the East; but that it was uncertain whether ingenious Nature, all of whose works are wisely conceived, had so arranged the sea and the land that it might be possible to arrive by this course at the Eastern Seas. For it had not been ascertained whether that extensive region, which is called *Terra Firma*, separated the Western Ocean from the Eastern. But it was plain that that continent extended in a Southerly direction, and afterwards inclined to the West. Moreover, two regions had been discovered in the North, one called *Baccalearum*, from a new kind of fish; the other called Florida.

And if those were connected with *Terra Firma*, it would not be possible to pass from the Western Ocean to the Eastern; since, although much trouble had been taken to discover any strait which might exist connecting the two oceans, none had yet been found. At the same time, it was considered that to attempt to sail through the Portuguese concessions and the Eastern seas would be a hazardous enterprise, and dangerous in the highest degree.

The Emperor and his Council considered that the plans proposed by

* Sumatra.

† Chinese.

Magellan and Haro, though holding out very many advantages, were of considerable difficulty as to execution. After some delay, Magellan offered to go out himself, and Haro offered to fit out a squadron at the expense of himself and his friends, provided that they were allowed to sail under the authority and patronage of His Majesty. As each resolutely upheld his own scheme, the Emperor himself fitted out a squadron of five ships, and appointed Magellan to the command. It was ordered that they should sail Southward by the coast of Terra Firma, until they found either end of that country or some strait by which they might arrive at the spice-bearing Moluccas.

Accordingly, on the 10th of August, 1519, Ferdinand Magellan, with his five ships, sailed from Seville. In a few days they arrived at the Fortunate Islands, now called the Canaries. Thence they sailed to the Islands of the Hesperides—Cape Verde Islands—and thence sailed in a South-westerly direction towards that continent which I have already mentioned (Terra Firma, or South America); and, after a favourable voyage of a few days, discovered a promontory which they called St. Mary's. Here Admiral John Ruy Dias Solis, while exploring the shores of this continent, by command of King Ferdinand the Catholic, was, with some of his companions, eaten by the Anthropophagi, whom the Indians call cannibals.*

Hence, they coasted along this continent which extends far on Southwards, and which I now think should be called the South Polar Land, then gradually sloped off in a Westerly direction, and so sailed several degrees South of the Tropic of Capricorn. But it was not so easy for them to do it as for me to relate it. But not till the end of March, in the following year (1520), did they arrive at another bay, which they called St. Julian's Bay. Here the Antarctic Pole Star was $49\frac{1}{2}^{\circ}$ above the horizon, this result being deducted from the sun's declination and altitude, and this star is chiefly used by our navigators for observations. They state that the longitude was 56° West of the Canaries. For since, the ancient geographers—and especially Ptolemy—reckoned the distance Easterly from the Fortunate Islands as far as Cattigara to be also 180° . Yet, even though our sailors in so long a voyage, and in one so distant from the land, lay down and mark out certain signs and limits of their longitude, they appear to me rather to have made some error in their method of reckoning than to have attained any trustworthy result.

Meanwhile, however, this may be, until more certain results are arrived at. I do not think that their statements should be absolutely rejected, but merely accepted provisionally. This bay appeared to be of great extent, and had rather the appearance of a strait. Therefore, Admiral Magellan directed two ships to survey the bay; and remained with the rest at anchor. After two days they returned and reported that the bay was shallow, and did not extend far inland. Our men, on their return, saw some Indians gathering shell-fish on the sea shore—for the natives of all unknown countries are commonly called Indians. These Indians were very tall, ten spans high (7 ft. 6 in.), clad in skins of wild beasts, darker complexioned than would have been expected in that part of the world; and when some of our men went on shore and showed them bells and pictures, they began to dance round our men with a hoarse noise and unintelligible chant; and to excite our admiration, they took arrows a cubit and-

* I would here draw attention to the fact that the word "cannibal" is a corruption of "caribal"—a Carib. Probably, the alteration of form is due to the Latin *canis*—a dog, as descriptive of this revolting practice.

a-half long (about 27 inches) and put them down to the bottom of their stomach without seeming any the worse for it. They then drew them up again, and seemed much pleased at having shown their bravery. At length, three men came up as a deputation, and, by means of signs, requested our men to come with them further inland, as though they would receive them hospitably. Magellan sent with them seven men, well equipped, to find out as much as possible about the country and its inhabitants. These seven went with the Indians some seven miles up the country, and came to a desolate and pathless wood. Here was a very low-built cottage, roofed with skins of beasts. In it were two rooms, in one of which dwelt the women and children, and in the other the men. The women and children were thirteen in number, and the men five. These received their guests with a barbarous entertainment, but which they considered to be quite a royal one. For they slaughtered an animal much resembling a wild ass, and set before them half roasted steaks of it, but no other food or drink. Our men had to cover themselves at night with skins on account of the severity of the wind and snow.

Before they went to sleep, they arranged for a watch to be kept. The Indians did the same, and lay near our men by the fire, snoring horribly. When day dawned, our men requested them to return with them, accompanied by their families, to our ships. When the Indians persisted in refusing to do so, and our men had also persisted somewhat imperiously in their demands, the men went into the women's room. The Spaniards supposed that they had gone to consult their wives about this expedition. But they came out again as if to battle, wrapped up from head to foot in hideous skins, with their faces painted in various colours, and with bows and arrows all ready for fighting, and appearing taller than ever. The Spaniards, thinking a skirmish was likely to take place, fired a gun. Although nobody was hit, yet these enormous giants, who just before seemed as though they were ready to fight and conquer Jove himself, were so alarmed at the sound, that they began to sue for peace. It was arranged that three men, leaving the rest behind, should return with our men to the ships, and so they started; but as our men not only could not run as fast as the giants, but could not even run as fast as the giants could walk, two of the three, seeing a wild ass grazing on a mountain at some distance, as they were going along, ran after it, and so escaped. The third was brought to the ship, but in a few days he died, having starved himself, after the Indian fashion, through home-sickness. And, although the admiral returned to that cottage, in order to make another of the giants prisoner and bring him to the Emperor as a novelty, no one was found there, as all had removed elsewhere, and the cottage had disappeared. Hence it is plain that this nation is a nomad race; and, although our men remained some time in that bay, as we shall presently mention, they never again saw an Indian on that coast; nor did they think that there was anything in that country that would make it worth while to explore the inland districts any further. And although Magellan was convinced that a longer stay there would be of no use, yet since for some days the sea was very rough, and the weather tempestuous, and the land extended still further Southward, so that the further they advanced, the colder they would find the country, their departure was unavoidably put off from day to day till the month of May arrived; at which time the Winter sets in with great severity in those parts; so much so, that, though it was our Summer time, they had to make preparations for Wintering there. Magellan, perceiving that the voyage would

be a long one, in order that the provisions might last longer, ordered the rations to be diminished. The Spaniards endured this with patience for some days; but, alarmed at the length of the Winter and the barrenness of the land, at last petitioned their Admiral Magellan, saying that it was evident that this continent extended an indefinite distance Southwards, and that there was no hope of discovering the end of it, or of discovering a strait; that a hard Winter was setting in, and that several men had already died through scanty food and the hardships of the voyage; that they would not long be able to endure that restriction of provisions which he had enacted; that the Emperor never intended that they should obstinately persevere in attempting to do what the natural circumstances of the case rendered it impossible to accomplish; that the toils they already had endured would be acknowledged and approved, since they had already advanced farther than the boldest and most advantageous navigators had dared to do; that if a South wind should spring up in a few days, they might easily sail to the North, and arrive at a milder climate. In reply, Magellan, who had already made up his mind either to carry out his design or to die in the attempt, said that the Emperor had ordered him to sail according to a certain plan, from which he could not, and would not, depart under any consideration whatever; and that, therefore, he should continue this voyage till he found either the end of the continent or a strait; that though he could not do this at present, as the Winter prevented him, yet it would be easy enough in the Summer of this region; that if they would only sail along the coast to the South, the Summer would be all one perpetual day; that as they had means of providing against want of food and the inclemency of the weather, inasmuch as there was a great quantity of wood, that the sea produced shell-fish, and numerous sorts of excellent fish; that there were springs of good water, and they could also help their stores by hunting, and by shooting wild fowl; that bread and wine had not yet run short, and would not run short in future, provided they used them for necessity and for the preservation of health, and not for pleasure and luxury; that nothing had yet been done worthy of much admiration, nor such as could give them reasonable grounds for returning; that the Portuguese, not only yearly, but almost daily in their voyages to the East, made no difficulty of sailing twelve degrees South of the tropic of Capricorn. What had they, then, to boast of, when they had only advanced some four degrees South of it? That he, for his part, had made up his mind to suffer anything that might happen, rather than return to Spain with disgrace; that he believed that his companions, or, at any rate, those in whom the generous spirit of Spaniards was not wholly extinct, were of the same way of thinking; that he had only to exhort them fearlessly to face the remainder of Winter; that the greater their danger and hardships were, the richer their reward would be for having opened up for the Emperor a new world rich in spices and gold.

Magellan thought that by this address he had soothed and encouraged the minds of his men, but within a few days he was troubled by a wicked and disgraceful meeting. For the sailors began to talk to one another of the long-standing ill-feeling existing between the Portuguese and the Castilians, and of Magellan being a Portuguese; that there was nothing he could do more to the credit of his own country than to lose this fleet with so many men on board; that it was not to be believed that he wished to find the Moluccas even if he could, but that he would think it enough if he could delude the Emperor

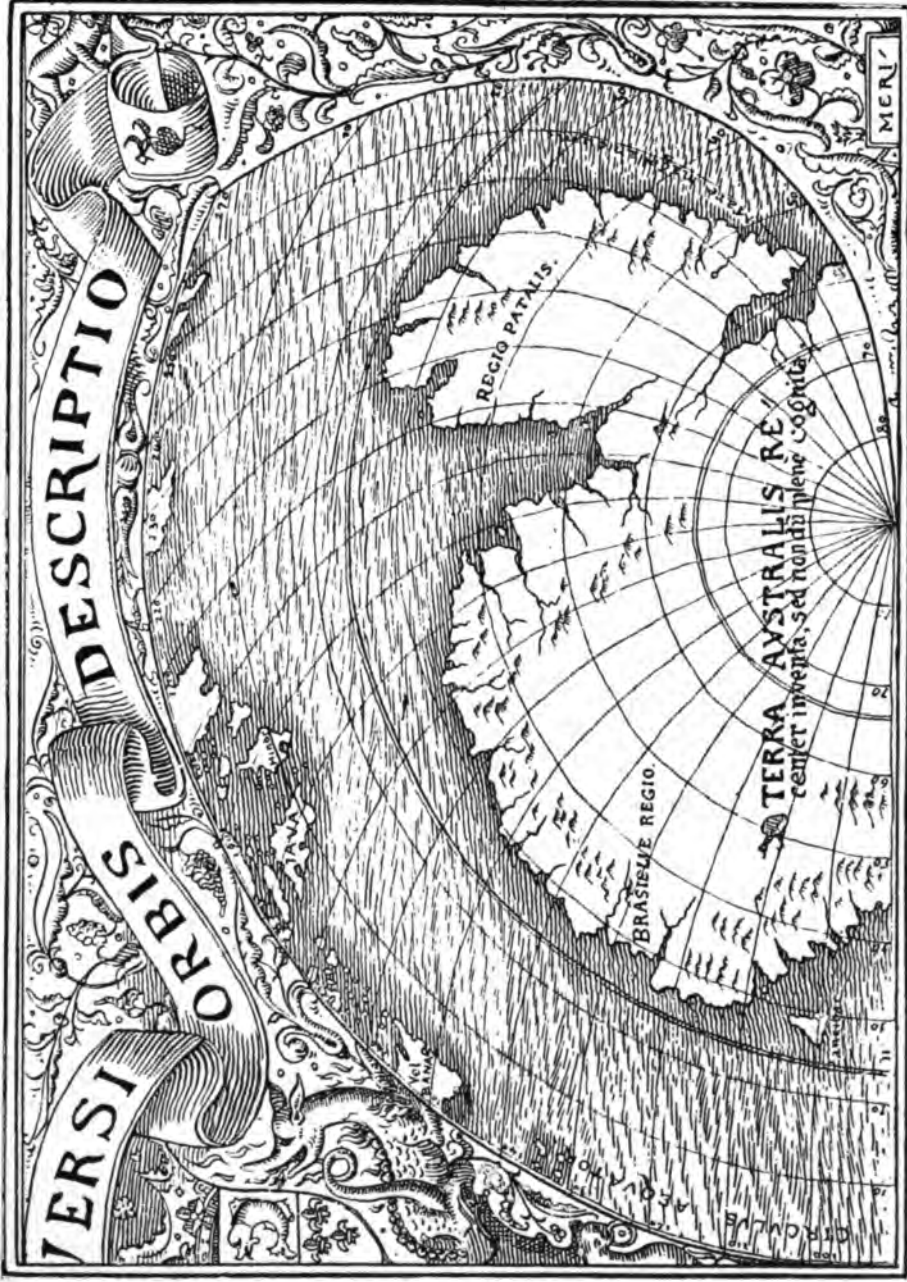


DOUBLE CORDIFORM MAP BY GERARD MERCATOR, DATED 1538.

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for some years by holding out vain hopes; and that, in the meantime, something would turn up whereby the Castilians might be completely put out of the way of looking for spices; nor, indeed, was the direction of the voyage really towards the fertile Molucca Inlands; but towards snow, and ice, and everlasting bad weather. Magellan was exceedingly irritated by these conversations, and punished some of the men, but with somewhat more severity than was becoming to a foreigner, especially to one holding command in a distant part of the world. So they mutinied, and took possession of one of the ships, and began to make preparations to return to Spain; but Magellan, with the rest of his men, who had remained faithful to him, boarded that ship and executed the ringleader and other leading mutineers, even some who could not legally be so treated, for they were Royal officials, and only liable to capital punishment by the Emperor and his Council. However, under the circumstances no one ventured to resist. Yet, there were some who whispered to one another that Magellan would go on exercising the same severity among the Castilians as long as one was left, until, having got rid of every one of them, he could sail home to his own country again with the few Portuguese he had with him. The Castilians, therefore, remained still more hostile to the Admiral. As soon as Magellan observed that the weather was less stormy, and the Winter began to break up, he sailed out of St. Julian's Bay, on 24th August, 1520, as before. For some days he coasted along to the Southward, and at last sighted a cape, which they called Cape Santa Cruz. Here a storm from the East caught them, and one of the five ships was driven on the shore and wrecked; but the crew and all goods on board were saved, except an African slave, who was drowned. After this, the coast seemed to stretch a little South-eastwards; and, as they continued to explore it, on the 26th November, 1520, an opening was observed, having the appearance of a strait. Magellan at once sailed in with his whole fleet, and, seeing several bays in various directions, directed three of the ships to cruise about to ascertain whether there was any way through, undertaking to wait for them five days at the entrance of the strait, so that they might report what success they had. One of these ships was commanded by Alvaro de Mezquita, son of Magellan's brother, and this, by the windings of the channel, came out again into the ocean where it had set out. When the Spaniards saw that they were at a considerable distance from the other ships, they plotted among themselves to return home; and having put Alvaro, their captain, in irons, they sailed Northwards, and at last reached the coast of Africa, and there took in provisions; and eight months after leaving the other ships, they arrived in Spain, where they brought Alvaro to trial on the charge that it had chiefly been by his advice and persuasion that his uncle, Magellan, had adopted such severe measures against the Castilians. Magellan waited some days over the appointed time for this ship; and, meanwhile, one ship had returned and reported that they found nothing but a shallow bay, the shore stony, and with high cliffs; but the other reported that the other bay had the appearance of a strait, as they had sailed on for three days and had found no way out, but that the further they went the narrower the passage became, and it was so deep that in many places they sounded without finding the bottom. They also noticed from the tide of the sea that the flow was somewhat stronger than the ebb; and thence they concluded that there was a passage that way into some other sea. On hearing this, Magellan determined to sail along this channel. This strait, though not then known to be such, was of breadth in

some places of three, in others of two, in others of five or ten Italian miles, and inclined slightly to the West. The latitude was found to be 52° , the longitude they estimated to be the same as that of St. Julian's Bay. It being now hard upon the month of November, the length of the night was not much more than five hours. They saw no one upon the shore. One night, however, a great number of fires were seen, especially on the left side, whence they conjectured that they had been seen by the inhabitants of those regions. But Magellan, seeing that the land was craggy and bleak, with perpetual winter, did not think it worth while to spend his time in exploring it; and so, with his three ships, continued his voyage along the channel; until, on the twenty-second day after he had set sail, he came out into the vast and open sea. The length of the strait they reckoned at about one hundred Spanish miles. The land they had seen to the right was, no doubt, the continent we have before mentioned (Terra Firma, or South America). On the left hand they thought that there was no continent, but only islands, as they occasionally heard on that side the reverberation and roar of the sea at a more distant part of the coast. Magellan saw that the mainland extended due North, and, therefore, gave orders to turn away from that great continent, leaving it on the right hand, and to sail over that vast and extensive ocean which had, probably, never been traversed by our ships, or by those of any other nation, in a North-westerly direction, so that they might arrive at last at the Eastern ocean, coming to it from the West, and again enter the torrid zone, for he was satisfied that the Moluccas were in the extreme East, and could not be far off the Equator. They continued in this course, never deviating from it except when compelled to do so now and then by the force of the wind; and when they had sailed on this course for forty days across the ocean with a stormy wind, mostly favourable, and had seen nothing all around them but sea, and had now almost reached again the tropic of Capricorn, they came in sight of two islands, small and barren, and on directing their course to them found that they were uninhabited; but they stayed there two days for repose and refreshment, as plenty of fish was to be caught there. However, they unanimously agreed to call these islands the Unfortunate Islands. Then they set sail again, and continued on the same course as before. After sailing for three months and twenty days with good fortune over this ocean, and having traversed a distance almost too long to estimate, having had a strong wind aft almost all the time, and having again crossed the Equator, they saw an island, which they afterwards learnt from the neighbouring people was INUAGANA. When they came nearer to it they found the latitude to be 11° North, the longitude they reckoned to be 158° West of Cadiz. From this point they saw more and more islands, so that they found themselves in an extensive archipelago; but on arriving at Inuagana, they found that it was uninhabited. Then they sailed towards another small island, which proved to be inhabited. They asked the Indians what the names of the islands were, and whence provisions could be procured, of which they were very deficient. They were given to understand that the first island they had seen was called Inuagana—a second island, near which they had sailed, was designated Acacan, but that both were uninhabited; that there was another island almost in sight, in the direction which they pointed, called Selani, and that abundance of provisions of all sorts were to be had there. Our men took in water at Acacan, and then sailed towards Selani, but a storm caught them so that they could not land there but they were driven to another



SECTION FROM MAP OF THE WORLD BY ORONTIUS FINÆUS, DATED 1531.



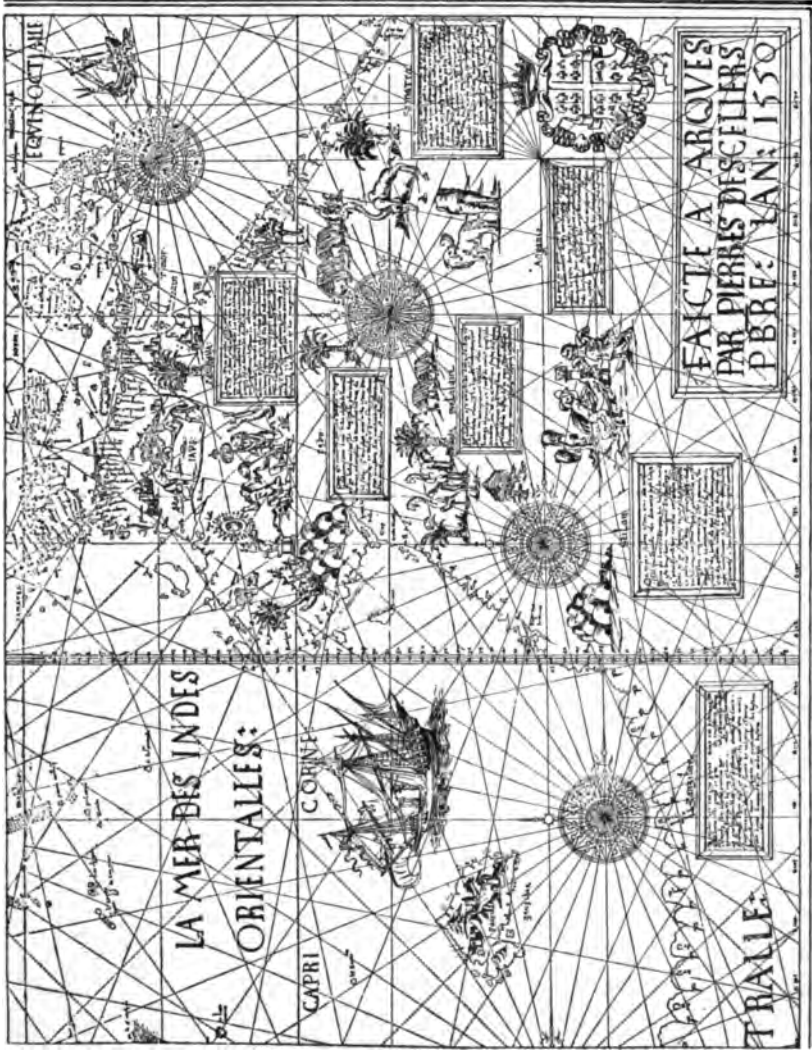
island called Massana, where the king of three islands resides. From this island they sailed to Subuth, a very large island and well supplied, where, having come to a friendly arrangement with the chief, they immediately landed to celebrate Divine worship, according to Christian usage—for the festival for the resurrection of Him who saved us was at hand. Accordingly, with some of the sails of the ships and branches of trees, they erected a chapel, and in it constructed an altar in the Christian fashion, and Divine service was duly performed. The chief and a large crowd of Indians came up and seemed much pleased with the religious rites. They brought the admiral and some of the officers into the chief's cabin, and set before them what food they had. The bread was made of sago, which is obtained from the trunk of a tree, not much unlike the palm. This is chopped up small and fried in oil and used as bread, a specimen of which I send to your lordship. Their drink was a liquor which flows from the branches of palm trees when cut. Some birds also were served up at this meal, and also some of the fruit of the country. Magellan, having noticed in the chief's house a sick person in a very wasted condition, asked who he was, and from what disease he was suffering. He was told that it was the chief's grandson, and that he had been suffering for two years from a violent fever. Magellan exhorted him to be of good courage, that if he would devote himself to Christ, he would immediately recover his former health and strength. The Indian consented, and adored the cross and received baptism, and next day declared that he was well again, rose from his bed and walked about, and took his meals like the others. What visions he may have told to his friends I cannot say; but the chief and over 2,200 Indians were baptised, and professed the name and faith of Christ. Magellan, seeing that this island was rich in gold and ginger, and that it was so conveniently situated with respect to the neighbouring islands, thought it would be easy, making this his headquarters, to explore their resources and natural productions. He, therefore, went to the chief of Subuth, and suggested to him that since he had turned away from the foolish and impious worship of false gods to the Christian religion, it would be proper for the chiefs of the neighbouring islands to obey his rule, and that he had determined to send envoys for this purpose, and that if any of the chiefs should refuse to obey this summons, to compel them to do so by force of arms. The proposal pleased the savage, and the envoys were sent. The chiefs came in one by one and did homage to the chief of Subuth in the manner adopted in these countries. But the nearest island to Subuth is called Manthan, and its king was superior in military force to the other chiefs; and he declined to do homage to one whom he had been accustomed to command for so long. Magellan, anxious to carry out his plan, ordered forty of his men, whom he could rely on for valour and military skill, to arm themselves, and passed over to the Island Manthan in boats, for it was very near. The chief of Subuth furnished him with some of his own people to guide him as to the topography of the island, and the character of the country, and, if it should be necessary, to help him in the battle. The King of Manthan, seeing the arrival of our men, led into the field some 3,000 of his people. Magellan drew up his own men and what artillery he had, though his force was somewhat small, on the shore; and, although he saw that his own force was much inferior in numbers, and that his opponents were a warlike race, and were equipped with lances and other weapons, nevertheless thought it more advisable to face the enemy with them than to retreat or to avail himself of the Subuth islanders. Accordingly,

he exhorted his men to take courage, and not to be alarmed at the superior force of the enemy; since it had often been the case, as had recently happened in Yucatan, that two hundred Spaniards had routed two or even three hundred thousand Indians. He said to the Subuth Islanders that he had not brought them with him to fight, but to see the valour and military prowess of his men. Then he attacked the Manthan islanders, and both sides fought boldly; but as the enemy surpassed our men in number, and used longer lances, to the great damage of our men, at last Magellan himself was thrust through and slain. Although the survivors did not consider themselves fairly beaten, yet, as they had lost their leader, they retreated; but as they retreated in good order the enemy did not venture to pursue them. The Spaniards then, having lost their admiral and seven of their comrades, returned to Subuth, where they chose as their new admiral, John Serrano—a man of no contemptible ability. He renewed the alliance with the chief of Subuth by making him additional presents, and undertook to conquer the King of Manthan.

Magellan had been the owner of a slave, a native of the Moluccas, whom he had formerly bought in Malacca; and by means of this slave, who was able to speak Spanish fluently, and of an interpreter of Subuth, who could speak the Moluccan language, our men carried on their negotiations. This slave had taken part in the fight with the Manthan islanders, and had been slightly wounded; for which reason he lay all day, intending to nurse himself. Serrano, who could do no business without his help, rated him soundly; and told him that, though his master was dead, that he was still a slave, and that such being the case, he would get a good flogging into the bargain, so that he should do what was required of him more zealously. This speech much incensed the slave against our people, but he concealed his anger, and in a few days he went to the chief of Subuth and told him that the avarice of the Spaniards was insatiable; that they had determined, as soon as they should have defeated the King of Manthan, to round upon him, and take him away as a prisoner; and that the only course for him (the chief) to adopt was to anticipate treachery by treachery. The savage believed this, and secretly came to an understanding with the King of Manthan, and made arrangements with him for common action against our people. Admiral Serrano and twenty-seven of the principal officers and men were invited to a solemn banquet. These, quite unsuspectingly, for the natives had carefully dissembled their intentions, went on shore without any precautions, to take their dinner with the chief. While they were at table, some armed men, who had been concealed close by, ran in and slew them.

A great outcry was made. It was reported in our ships that our men were killed, and that the whole island was hostile to us. Our men saw, from on board the ships, that the handsome cross, which they had set up on a tree, was torn down by the natives, and cut up into fragments. When the Spaniards, who had remained on board, heard of the slaughter of our men, they feared further treachery, so they weighed anchor, and began to set sail without delay. Soon after, Serrano was brought to the coast a prisoner. He entreated them to deliver him from so miserable a captivity, and saying that he had got leave to be ransomed if his own men would agree to it.

Although our men thought it was disgraceful to leave their commander behind in this way, their fear of the treachery of the islanders was so great that they put to sea, leaving Serrano on the shore, in vain lamenting and beseeching his comrades to rescue him. The Spaniards, having lost their commander and



SECTION OF MAP BY PIERRE DESCHELIER, PRIEST OF ARQUES, DATED 1550.

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several of their comrades, sailed on, sad and anxious; not merely on account of the loss they had suffered, but also because their numbers had been so diminished that it was no longer possible to work the three remaining ships.

On this question they consulted together, and unanimously came to the conclusion that the best plan would be to burn one of the ships, and sail home in the two remaining. They, therefore, sailed to a neighbouring island called Cohol; and having put the rigging and stores of one of the ships on board the two others, they set it on fire. Hence they proceeded to the island of Gibeth. Although they found that this island was well supplied with gold, and ginger, and many other things, they did not think it advisable to stay there any length of time, as they could not establish friendly relations with the natives; and they were too few in number to venture to use force. From Gibeth they proceeded to the island of Porne. In this archipelago there are two large islands—one of which is called Siloli, whose king has six hundred children. Siloli is larger than Porne, for Siloli can hardly be circumnavigated in six months, but Porne in three months. Though Siloli is larger than Porne, yet it is distinguished as containing a large city of the same name as the island. And since Porne must be considered to be more important than the other islands which they had hitherto visited, and it was from it that the other islanders had learnt the arts of civilized life, I have determined to describe briefly the manners and customs of these natives. All these islanders are Caphrae, or Kaffirs—that is, heathens. They worship the Sun and Moon as gods; they assign the government of the day to the Sun, and that of the night to the Moon. The Sun they consider to be male, and the Moon female; and they believe them to be the parents of the other stars, all of which they believe to be gods—but little ones.

They salute, rather than adore the rising Sun, with certain hymns. Also they salute the bright Moon, from whom they ask for children, for the increase of their flocks and herds, for an abundant supply of the fruits of the earth, and for other things of that sort.

But they practise piety and justice, and especially love peace and quiet, and have great aversion to wars. As long as their king maintains peace, they show him Divine honours; but if he is anxious for war, they will never rest till he is slain by the enemy in battle. When the king has determined on war, which very seldom happens, his men set him in the first rank, where he has to stand the whole brunt of the combat; * and they do not exert themselves vigorously against the enemy till they know that the king has fallen. Then they begin to fight for liberty, and for their new king. Nor has any king of theirs entered upon war *without* being slain in battle. For this reason, they seldom engage in war; and they think it unjust to extend their frontiers. Their chief care is to avoid giving offence to the neighbouring natives, or to strangers. But if at any time they are attacked, they retaliate; and yet, lest further ill should arise, they endeavour to come to terms. They think that that party acts most creditably which is the first to propose terms of peace. That it is disgraceful to be anticipated in so doing, and that it is scandalous and detestable to refuse peace to those who ask for it, even though the latter should have been the aggressors. All the neighbouring people unite in destroying such refusers of peace as impious and abominable. Hence, they mostly pass their lives in peace and leisure. Robberies and murders are quite unknown among them. No one may

* This is indeed a magnificent system, and if adopted in the present day, I think we should have universal peace.

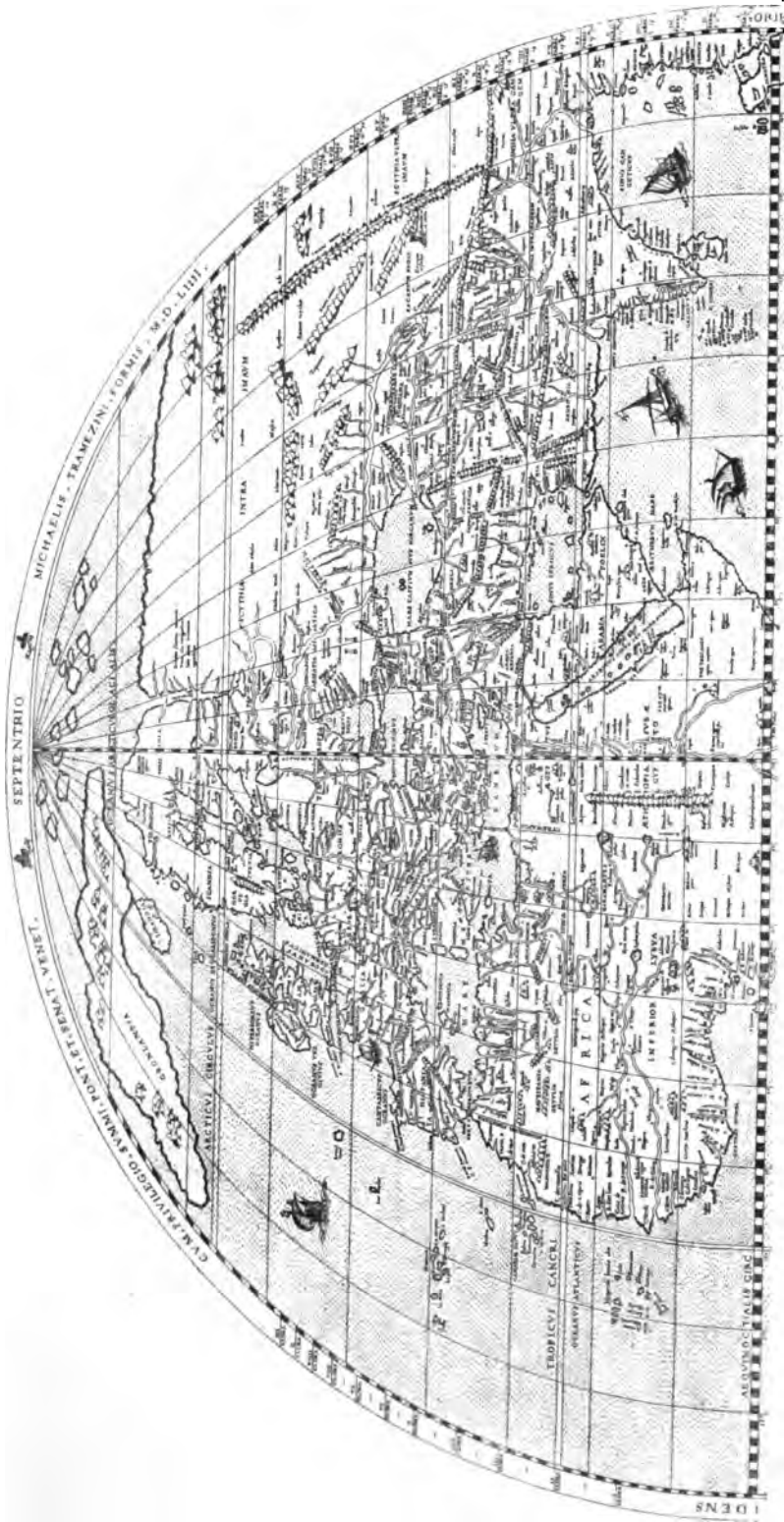
speak to the king but his wives and children, except at a distance, by hollow cones, which they apply to his ear, and through which they whisper what they have to say. They think that, at death, men have no perception, as they had none before they were born. Their houses are small, built of wood and earth, covered partly with rubble, and partly with palm leaves. It is ascertained that there are 20,000 houses in the city of Porne. They marry as many wives as they can afford to keep. They eat birds and fish, make bread of rice, and drink liquor drawn from the palm tree, of which we have spoken before. Some carry on trade with the neighbouring islands, to which they sail in "junks." Some are employed in hunting and shooting, some in fishing, some in agriculture. Their clothes are made of cotton. Their animals are nearly the same as ours—excepting sheep, oxen, and asses. Their horses are very slight and small. They have a great supply of camphor, ginger, and cinnamon.

On leaving the island, our men, having paid their respects to the king, and propitiated him by presents, sailed to the Moluccas, their way to which having been pointed out to them by the king. Then they came to the coast of the island of Solo, where they heard that pearls were to be had as large as doves' eggs, or even hens' eggs; but they were only to be had in very deep water. Our men did not bring home any single large pearls, as they were not there at the season of the year for pearl-fishing. They said, however, that they found an oyster there, the flesh of which weighed 47 lbs. Hence, I should be disposed to believe that pearls of the size measured would be found there, for it is certain that these large pearls are found in oysters. And, not to forget it, I will add that our men reported that the islanders of Porne asserted that the king wore pearls in his crown as large as goose eggs.

After this, they came to the island of Gilona, where they saw some men with such long ears that they reached down to their shoulders; and when they expressed their astonishment, the natives told them that in an island not far off were men who had such long and wide ears that one ear would, when they liked, cover the whole of their heads. But as our men were not in search of monsters, but of spices, they did not trouble themselves about such rubbish, but sailed direct for the Moluccas, where they arrived the eighth month after Admiral Magellan had been slain in the island of Manthan.

The islands are five in number, and are called Tarante, Muthil, Theodori, Mare, and Matthien, situated partly to the North, and partly to the South, and partly on the Equator. The productions are cloves, nutmegs, and cinnamon. They are all close together, but of small extent. A few years ago, the kings of Marmin began to believe that the soul is immortal. They were induced to believe this solely from the following reason. They observed that a very beautiful small bird never settled on the earth, or on anything that was on the earth. But that these little birds sometimes fell dead from the sky to the earth. And when the Mohammedans, who visit them for trading purposes, declared that these birds came from Paradise—the place of abode for departed souls—these princes adopted the Mohammedan faith, *which makes wonderful promises respecting the same Paradise.*

They call this bird *Mamuca Diata*, and they venerate it so highly that the kings think themselves safe in battle under their protection, even when, according to their custom, they are placed in the front line of the army in action. The common people are Kaffirs, and have much the same manners and customs as the islanders of Porne, already spoken of. They are much in need



*Galstaldi's (?) Map of the World, Venice, Franzini, 1554
Sheet A.*



of supplies from abroad, inasmuch as their country only produces spices, which they willingly exchange for the poisonous articles, arsenic and sublimated mercury, and for the linen which they generally wear; but what use they make of these poisons has not yet been ascertained. They live on sago-bread, fish, and sometimes parrots. They live in very low-built cabins; in short, all they esteem and value is peace, leisure, and spices. The former, the greatest of blessings, the wickedness of mankind seems to have banished from our part of the world to theirs; but our avarice and insatiable desire for luxuries for the table has urged us to seek for spices even in those distant lands. To such a degree has the perversity of human nature persisted in drawing away, as far as possible, that which is conducive to happiness, and in seeking for articles of luxury in the remotest parts of the world!

Our men, having carefully examined the position of the Moluccas, and of each separate island, and also into the character of the chiefs, sailed to Theodori, because they understood that this island produced a greater abundance of cloves than the others, and also that the king excelled the other kings in prudence and humanity. Providing themselves with presents, they went on shore and paid their respects to the king, and handed him the presents as the gifts of the Emperor.

He accepted the presents graciously, and looking up to heaven, said:—"It is now two years since I learnt, from observations of the stars, that you were sent from the great King of kings to seek for these lands. Wherefore, your arrival is the more agreeable to me, inasmuch as it has already been foreseen from the significance of the stars. And since I know that nothing happens to men which has not long since been ordained by the decree of Fate, and of the Stars, I will not be the man to resist the determination of Fate and the Stars; but will spontaneously abdicate my royal power, and consider myself for the future as carrying on the government of this island as your king's viceroy. So bring your ships into the harbour, and order the rest of your companions to land in safety; so that now, after much tossing about on sea and so many dangers, you may securely enjoy the comforts of life on shore, and recruit your strength, and consider yourselves to be coming into your own king's dominions.

Having thus spoken, the king laid aside his diadem and embraced each of our men, and directed such refreshments as the country produced to be laid on the table. Our men, delighted at this, returned to their companions and told them what had taken place. They were delighted by the graciousness and benevolence of the king, and took up their quarters in the island. When they had been entertained for some days by the king's munificence, they sent envoys thence to the other kings to investigate the resources of the islands, and to secure the good-will of the other chiefs. Tarante was the nearest. It is a very small island, the circumference being a little over six Italian miles. The next is Matthien, and that also is very small. These three produce a great quantity of cloves; but every fourth year the crop is far larger than at other times. These trees only grow on precipitous rocks, and they grow so close together as to form groves. The tree resembles the laurel as regards its leaves, its closeness of growth and its height. The clove, so called from its resemblance to a nail, grows at the very tip of each twig. First a bud appears, and then a blossom, much like that of the orange. The point of the clove first shows itself at the end of the twig, until it attains its full growth. At first it is reddish, but the heat of the sun soon turns it black. The natives share groves of this tree among themselves,

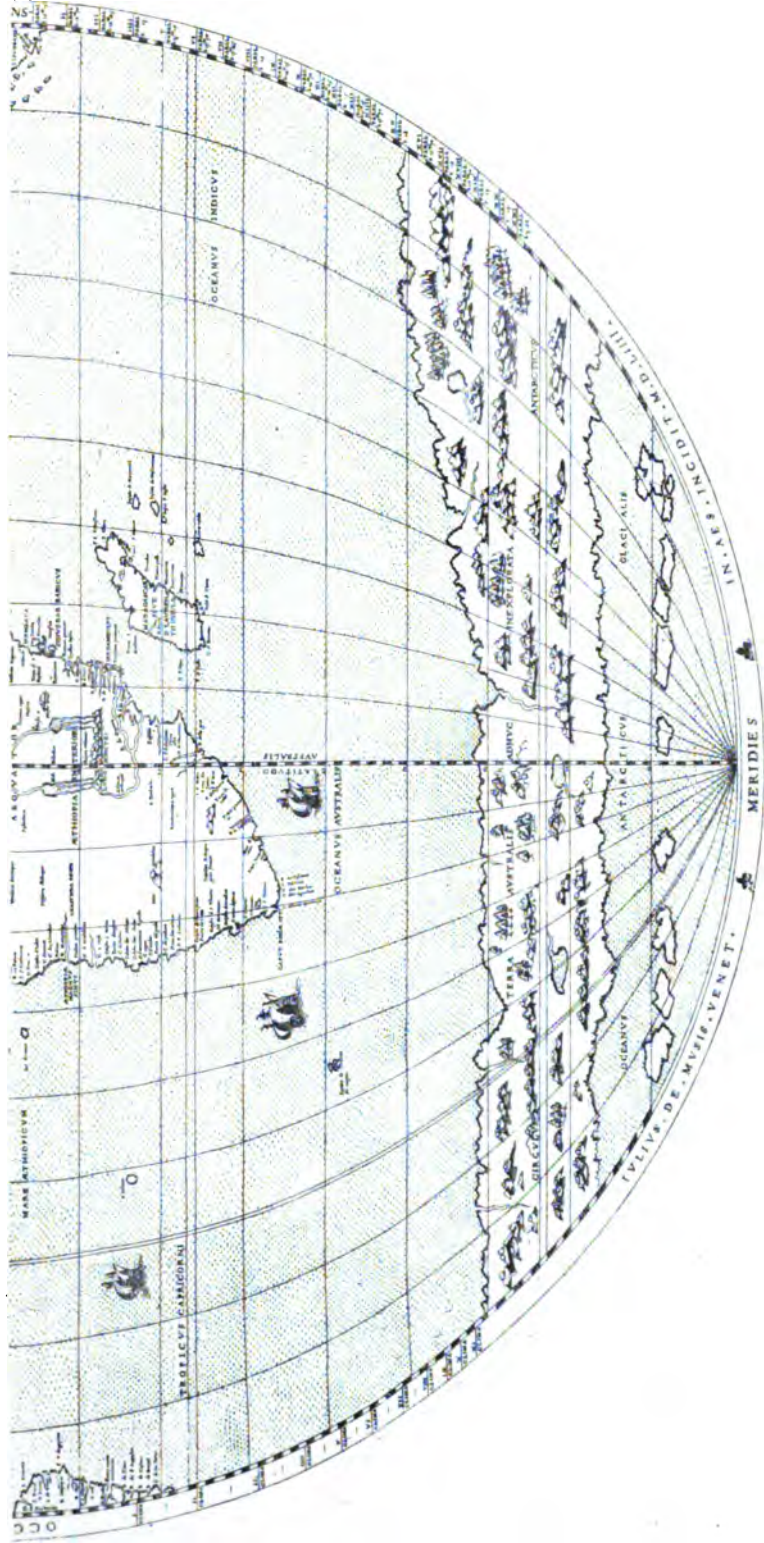
just as we do vineyards. They keep the cloves in pits till the merchants fetch them away.

The fourth island, Muthil, is no longer than the rest. This island produces cinnamon. The tree is full of shoots, and, in other respects, is fruitless. It thrives best in a dry soil, and is very much like the pomegranate tree. When the bark cracks through the heat of the sun, it is pulled off the tree, and being dried in the sun a short time, becomes cinnamon. Near Muthil is another island called Bada, more extensive than the Moluccas. In it the nutmeg grows. The tree is tall and wide-spreading—a good deal like a walnut tree. The fruit, too, is produced just the same as the walnut—being protected by a double covering. First, a soft envelope, and under this a reticulated membrane which encloses the nut. This membrane we call *muskablüthe*, the Spaniards call it *mace*. It is an excellent and wholesome spice. Within this is a hard shell, like that of a filbert—inside which is the nutmeg—so called. Ginger is also produced in all the islands of this archipelago. Some is sown, some grows spontaneously. But the sown ginger is the best. The plant is like the saffron, and its root, which resembles the root of the saffron, is what we call ginger. Our men were kindly received by the various chiefs, who all, after the example of the King of Theodori, spontaneously submitted themselves to the Imperial Government.

The Spaniards having now only two ships, determined to take with them specimens of all sorts of spices, but to load the ship mainly with cloves, because there had been a very abundant crop of it this season, and the ships could contain a great quantity of this kind of spice. Having laden their ships with cloves, and received letters and presents from the chiefs to the Emperor, they prepared to sail away. The letters were filled with assurances of fidelity and respect, the gifts were Indian swords, etc. The most remarkable curiosities are some of the birds named *Mamuco Diata*—that is, the Bird of God, with which they think themselves safe and invincible in battle. Five of these were sent, one of which I procured from the captain of the ship, and now send to your lordship; not that you will think it a defence against treachery and violence, but because you will be pleased with its rarity and beauty.

I also send some cinnamon, nutmeg, and cloves, that you may see that our spices are not only not inferior to those imported by the Venetian and Portuguese, but of superior quality, because they are fresher. Soon after our men had sailed from Theodori, the larger of the two ships sprang a leak, which let in so much water that they were obliged to return to Theodori. The Spaniards, seeing that this defect could not be put right, except with much labour and loss of time, agreed that the other ship should sail to the Cape of Cattegara. Thence across the ocean, as far as possible from the Indian coast, lest they should be seen by the Portuguese, until they came in sight of the Southern point of Africa, beyond the Tropic of Capricorn, which the Portuguese call the Cape of Good Hope. From thence the voyage to Spain would be easy. It was also arranged that when the repairs of the other ships were completed, it should fall back through the Pacific Ocean to the coast of the continent which we have already mentioned, until they came to the Isthmus of Darien, where only a narrow neck of land divides the Southern Sea from the Western Sea, in which were the islands belonging to Spain.

The smaller ship accordingly set sail again from Theodori; and though they went as far as 12° S., they did not find Cattegara, which Ptolemy considered to



Gastaldi's (?) Map of the World, Venice Tramizini 1554, Sheet B.





lie considerably South of the Equator. However, after a long voyage, they arrived in sight of the Cape of Good Hope, and thence sailed to the Cape Verde Islands. Here the ship also, having been so long at sea, began to be leaky; and the men, who had lost several of their companions through hardships in the course of their adventures, were unable to keep the water pumped out. They, therefore, landed at one of the islands, called Santiago, to buy slaves. As our men—sailors—had no money, they offered cloves in exchange for slaves. When the Portuguese officials heard of this, they committed thirteen of our men to prison, the rest—eighteen in number—being alarmed at the position in which they found themselves, left their companions behind, and sailed direct for Spain. Sixteen months after they had sailed from Theodori, on the 6th September, 1522, they arrived safe and sound at a port near Seville.

These sailors are entirely more worthy of perpetual fame than the Argonauts, who sailed with Jason to Colchis, and the ship itself deserves to be placed among the constellations more than the ship *Argo*.

For the *Argo* only sailed from Greece through the Black Sea; but our ship, setting out from Seville, sailed first Southwards, and then through the whole of the West into the Eastern Seas, and then back again into the Western.

DON JORGE DE MENESES' VOYAGE.

Again, in 1526, another noted Portuguese mariner, the companion of Tristan d'Acunha, Don Jorge de Meneses, is claimed to have discovered the Great South Land. He was separated from his companions and driven by storms almost within hail of New Holland, but certainly Galvano, his historian, never states that he got there. On the contrary, as soon as the winds were favourable, he turned back and joined his comrades on the coast of Africa.

“In this yeere (1525), Don George de Meneses, Captaine of Maluco; and with him Don Garcia Henriqultz sent a foyst to discover land towards the North, wherein went as Captaine one Diego de Rocha, and Gomes de Sequiera for pilot, who afterwards went as pilot on an Indian voyage. In 9 or 10° they found certain islands standing close together. They passed among them, and they called them the islands of Gomes de Sequiera, he being the first pilot that had discovered them. And they came backe againe to the fort by the island of Batochina do Moro.”

DON ALVARO DE SAAVEDRA'S VOYAGE.

Then, in 1527, a Spaniard—related to the renowned Cortes—Don Alvaro de Saavedra, having been sent from New Spain on a voyage to the Moluccas, cast anchor at Papua or New Guinea, where he stayed for a month. Although in the neighbourhood of New Holland, in none of the recorded voyages of this period do I know of either Spanish or Portuguese mariners making any allusion to the Great South Land which has been laid down so clearly on the maps as “La Grande Jave.”

Some estimate may be formed of the Spaniards' knowledge in the middle of the 16th century of this portion of the Indian and Pacific Ocean, from the following extract. It is from an old work entitled “*El libro de las costumbres de todas las gentes del mundo y de las Indias.*” Antwerp, 1556.—“Thirty leagues from Java the Less is Gatigaro, 19° the other side of the equinoctial towards the South. Of the lands beyond this point nothing is known, for navigation has not been extended further, and it is impossible to proceed by land, on account

of the numerous lakes and lofty mountains in those parts. It is even said that there is the site of the Terrestrial Paradise."

It is reasonable to suppose that, had the Spaniards had any real cognizance of the localities in question, such imaginary nonsense would never have been translated into their language, for the original work was not written in Spanish.

Galvano states that: "In the yeere 1529, in May, Saavedra returned backe again towards New Spaine, and he had sight of a lande towards the South in 2°, and he ran East along by it about five hundred leagues till the end of August. The coast was cleane, and of good ankerage, but the people black, and of curles haire. From the girdle downward they did weare a certaine thing plaited, to cover their lower parts. The people of Maluco call them Papuas, because they be black and frised in their haire."

PARMENTIER'S VOYAGE.

In 1529, Jean Parmentier, of Dieppe, navigator, hydrographer, poet, and scholar, made a voyage to Sumatra, and on that voyage he died. He was accompanied on his journey by his friend, Pierre Crignon, another French poet of some note; and on his return to France, he published Parmentier's poems. In the prologue to these he says that Parmentier was the first Frenchman who discovered the island of Taprobane, in the Indies, and adds: "if he had not died, I believe he would have reached the Moluccas." It would appear, therefore, that the French were not in the South Seas beyond Sumatra previous to 1529.

Crignon speaks bitterly of the greed and secrecy of the Portuguese, and in somewhat inflated terms, exclaims: "They seem to have drunk of the dust of Alexander; for that they seem to think that God made the sea and land only for them, and if they could have locked up the sea from Finisterre to Ireland, it would have been done long ago."

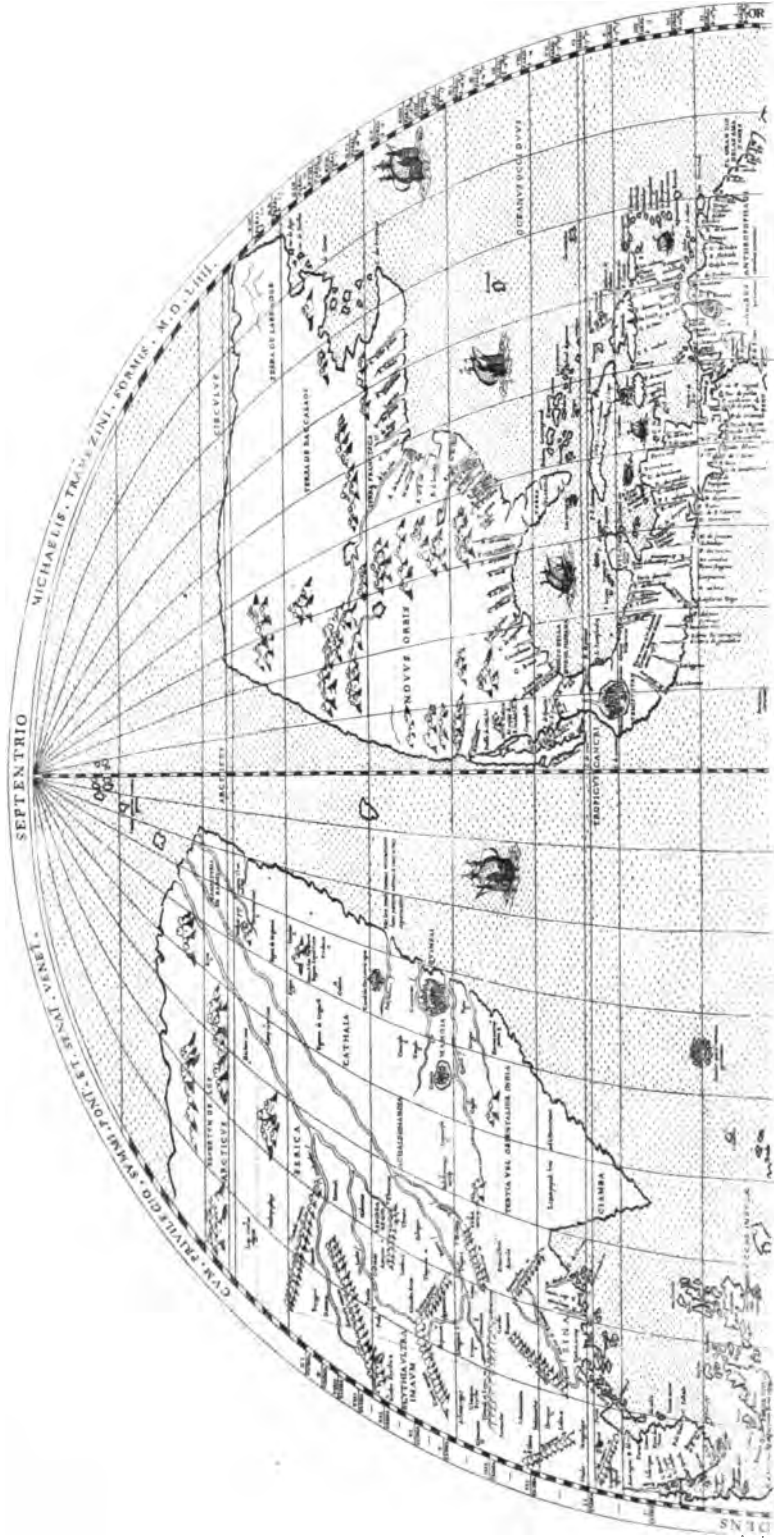
One cannot help reflecting that when Alexander the Great wept—as it is said he did—because he had no more worlds to conquer, what a small world was his. Many centuries were to elapse before the great continents of America and Australia were destined to be discovered, and add their vast territories to the area of the habitable globe.

BERNARD DELLA TORRE'S VOYAGE.

The alleged discovery of Bernard della Torre, in 1542, is worthy of attention. This officer went out in that year with the Spanish Admiral, Juan Gaetan, from Mexico, on a voyage to the Pacific. They sailed towards the Equator, and reached an island Arezifa. They then directed their course towards the Philippines, and Della Torre was sent back from there to Mexico to report progress to the Viceroy. In returning, Della Torre went nearer the Equator, and discovered on his right hand in 30° South latitude, a great continent, along which he coasted for 650 leagues. In 6° South latitude he landed, and found the inhabitants to be like negroes, with short crisp hair. They were said to be very active, armed with wooden lances and arrows, the latter not poisoned.

This certainly looks like a description of the Australian native, and it is quite possible Della Torre landed on the shore of New Holland.*

* In an article printed in the *Melbourne Review*, Mr. E. A. Petherick observes: "This is the earliest account we have of the natives of Australia, and may be taken as a true picture of the inhabitants of Queensland 250 years ago."



*Costaldizius Map of the World, Venice Tramizini, 1554.
Sheet C.*







MR. R. H. MAJOR'S IMPEACHMENT OF EREDIA'S CLAIM.

“**I**N the year 1861,” he says: “I laid before the Society of Antiquaries, and thereby made known to the world for the first time the apparently important fact that the great continental island of Australia had been discovered in the year 1601 by a Portuguese navigator named Manoel Godinho de Eredia. Up to that time, the earliest *authenticated* discovery of any part of the great Northern land, was that made a little to the West and South of Cape York, by the commander of the Dutch yacht, the *Duyfhen*, or *Dove*, about the month of March, 1606. Thus, the supposed fact, which I announced in 1861, gave a date to the first authenticated discovery of Australia, earlier by five years than that which had been previously accepted in history, and transferred the honour of that discovery from Holland to Portugal. The document on which that assumption was based was a MS. Mapped-Monde in the British Museum, in which, on the North-west corner of a country, which could be shown beyond all question to be Australia, stood a legend in Portuguese to the following effect:—‘Nuca Antara was discovered in the year 1601 by Manoel Godinho de Eredia, by command of the Viceroy Ayres de Saldanha.’ This Mapped-Monde had the great disadvantage of being only a copy, possibly made even in the present century, from one, the geography of which proved it to be some two centuries older. Still, the mere fact of its being a copy, laid it open to a variety of possible objections, which, fortunately, I was able to forestall by arguments which I believed to be unanswerable, but which need not be repeated here. I need now merely say that I had the good fortune at the time to find an apparently happy confirmation of what was stated in the map, in a little printed work which described the discoverer as a learned cosmographer and skilful captain, who had received a special commission from the Viceroy at Goa to make explorations for gold mines; and, at the same time, to verify the description of the Southern island. The Viceroy thus mentioned was the immediate predecessor of Ayres de Saldanha, under whose viceroyalty the map declares the discovery to have been made.

“The map, as I afterwards discovered from a letter addressed to Navarette by the Vicomte de Santarem in 1835, was a copy by a foreign hand from one in a MS. Atlas, made in the 17th century, by one TERXEIRA. The name, ‘Nuca Antara,’ is shown in Sir Stamford Raffle’s ‘Java’ to apply also to the land of Madura, North-east of Java; but as that island was distinctly laid down in this Mapped-Monde, it seemed clear that no mistake was involved on that account; and that the country delineated was really Australia was proved by a second legend in Portuguese, below the first, to this effect: ‘Land discovered by the Dutch, which they called Endracht, or Concord.’ EENDRAGHTSLAND, as we all know, was the name given to a large tract on the West coast of Australia, discovered by the Dutch ship *Eendracht*, in 1616. The reader will see that in 1861, I had before me, in a map (the original of which was made two centuries and a-quarter ago), a distinct and unequivocal declaration of the actual discovery of a country, which the map itself showed to be Australia, by a man whom contemporary history described as a distinguished cosmographer, and at a time which corresponded with the period of office of the two viceroys mentioned respectively in the printed document quoted, and in the map.

“The viceroyalty of Francisco de Gama, from where Eredia first received his commission to make similar explorations, extended from 1597 to 1600, and the asserted discovery was made in 1601, under the viceroyalty of Ayres de Saldanha, the immediate successor of De Gama. I am not ashamed that I accepted the declaration as sound. It was so accepted by all who had the above evidence before them, and became recognised in a historical fact. Being so recognised, it carried back, as I have said, the first discovery of Australia by *any* known ship or navigator from 1606 to 1601, and transferred the honour of such discovery from the Dutch to the Portuguese. One thing, of course, remained to be desired, viz.: that the *original* report of the discovery might one day be found. That day at length arrived.

“In the year 1871, M. Reubens, the librarian of the Royal Burgundian Library at Brussels, discovered among the MSS. there the original report of Eredia to Philip III., of all his doings in the South Seas; and His Excellency, the Chevalier D’Antas, was good enough to have a transcript made for me of all that portion which related to my subject. I no sooner looked into this more ample statement than I detected the work of an impostor, and as in the preparation of my work on *Early Voyages to Terra Australis*, my memory had become charged with all the details of the subject, I was thus able to trace, not only the documents which, as he was not a discoverer in reality, supplied him with the materials for being a discoverer on paper; but also blunders in these documents of which I was cognisant, but of which he was not, and as he had been himself deceived, clearly betrayed the utter falsity of his statements. Believing, for reasons which I shall presently explain, that there were wealthy countries in the South which had never been explored, Eredia procured for himself the appointment of ‘Official Discoverer’ in those regions, an ambiguous and misleading title, which implies, by anticipation, the credit due only to success. The delusion, which the ambiguity of that title rendered possible, became a reality, for we have seen that on the map, which came before me in 1861, the declaration was distinct and absolute: ‘Nuca Antara was discovered in the year 1601 by Manoel Godinho de Eredia;’ whereas, the pretended discoveries described in the report are not professed to have been made by Eredia *in propria persona*.

“ Before giving a translation of the words of Eredia’s report, I will merely premise that the reported country in the South, about which he treats, has received from him the name of ‘India Meridionale,’ a designation which I will retain in preference to ‘Southern India,’ for the sake of avoiding confusion with the country to which the latter name more properly belongs. I shall presently explain how this country received its existence on maps, became an object of ambitious thought to Manoel Godinho de Eredia, and finally became identified with the genuine Australia of which he really had no knowledge whatever.

“ The ‘India Meridionale’ (or Southern India), says Eredia, ‘is that continent which extends from the Promontory of Beach, in the Province of Gold, in 16° of South latitude to the Tropic of Capricorn, and the Antarctic circle with many large provinces, such as Maletur, Lochac, and others as yet unknown in that sea, in which lies the island called Java Minor, so celebrated by the ancients, and so unknown by the moderns; with other adjacent islands such as Petan, Necuran, and Agania, and all these produce a great quantity of gold, cloves, mace, nutmeg, sandal-wood, and spices, not known or seen in Europe, as is testified by Ptolemy and Vartomannus in their writings, and by Marco Polo from eye witness, for he lived for a long time in Java Minor.’

“ ‘The annals of Java Major,’ continues Eredia, ‘make mention of the India Meridionale, and of the commerce, and of the ancient navigation from Java Major to Java Minor, where was the greatest emporium in the world for gold and spices. The commerce was subsequently stopped by wars for the space of thirty-three years, until the year 1600, when, by chance, a boat from Luça Antara, in the Indian Meridionale, driven by weather and currents, arrived in the harbour of Balambuan, in Java Major, where the king of the province, who was present at the time, with some Portuguese, gave them a good reception and entertainment.

“ ‘These strangers of Luça Antara, although in form and features like the Javanese of Bantam, differed from them in language, and showed themselves to be Javanese of another race. This novelty caused so much pleasure to the Javanese and Satraps of Balambuan, and especially to Chiaymasiuro—king of Dumuth—that the latter, being a prince, resolved, for curiosity’s sake, to venture on the discovery of Luça Antara. Embarking with some companions on a *calabus*, or rowing boat, provided with necessaries, he left the port of Balambuan for the South, and, after twelve days’ voyage, arrived at the said harbour of Luça Antara, a peninsula, or island, of 6,000 leagues in circumference, where he was well and hospitably received by the Xanandar of the country; and, while Chiaymasiuro was enjoying the freshness of the country, he took note of the wealth, for he observed in it much gold, cloves, nuts, mace, nutmegs, sandal-wood—both white and coloured—with other spices and aromatics, of which he took samples.

“ ‘With the South monsoon he returned safely to the harbour of Balambuan, where he was received by the king, in presence of the Portuguese, and particularly of Pedro de Carvalhada, Overseer at Molucca, who will bear witness to his arrival and to his voyage. . . . According to the *rotiero*, or log, of Chiaymasiuro’s voyage, Luça Antara must be the general name of that peninsula, in which are the harbours of the kingdoms of BEACH and MALETUR, because between the 16° of latitude of BEACH and the 9° of Balambuan is a

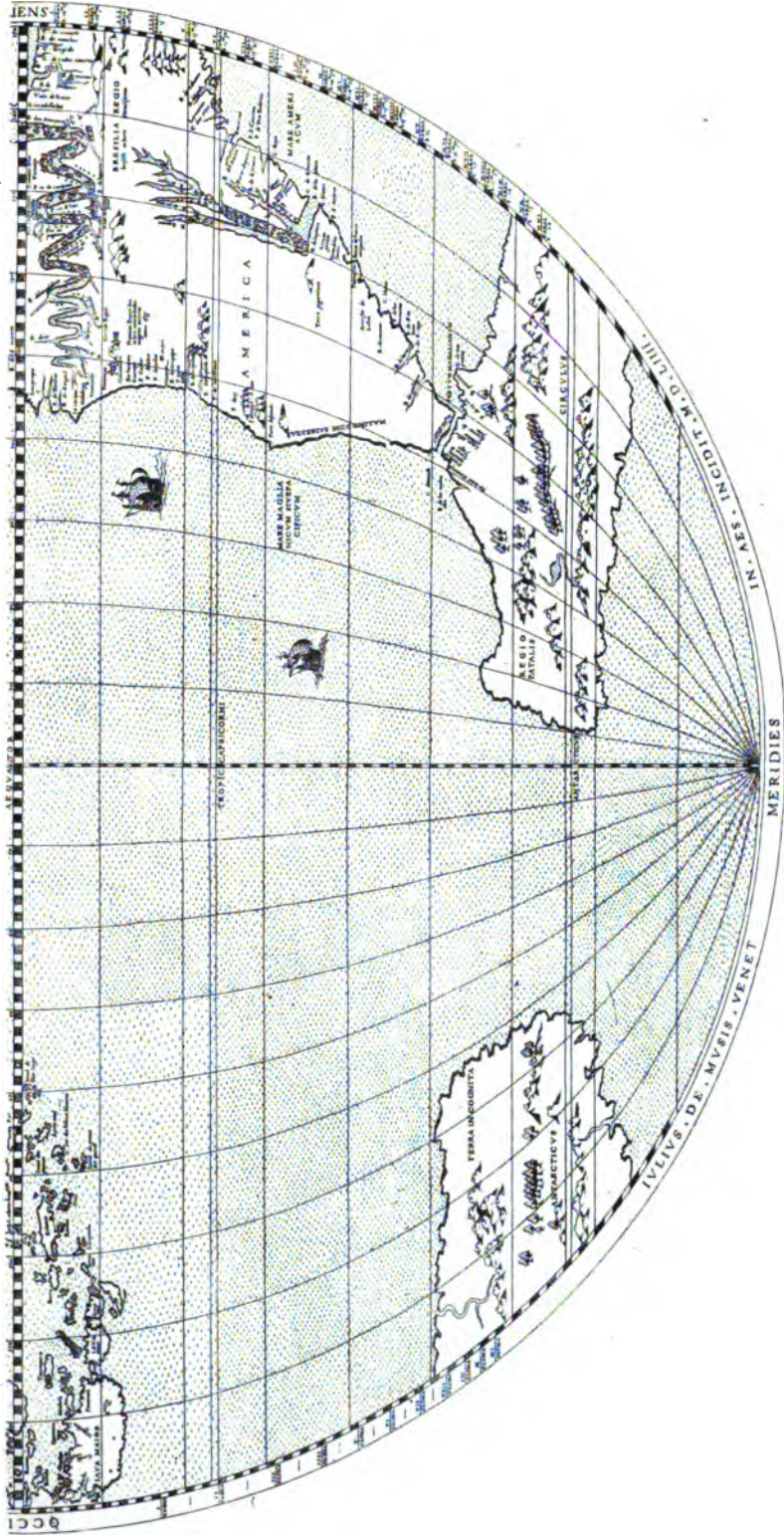
space of 8° degrees, which amount to the 140 Spanish leagues of Chiaymasiuro's twelve days' voyage from Balambuan to Luça Antara. This shows that Luça Antara *cannot* be the Java Minor of Marco Polo, because it is in a higher latitude than that of Capricorn, viz., 23° 30'.

"And for this enterprise was Manoel Eredia again despatched in the same year, and provided with the habit of the Order of Christ, and the title of Adelantado of the India Meridionale, to pass to the Southward, in order to carry out the Southern discoveries, and to take possession of these lands for the Crown of Portugal.

"But this did not take place, because being in Malacca, ready to make the voyage of the India Meridionale, there supervened the wars of that fortress with the Malays and Dutch, which prevented the discoveries, as the people were wanted for the defence of Malacca, the Governor of which was Andrea Furtado de Mendça.

"From Eredia's report it appears that their hair was down to their shoulders, and their heads were bound with fillets of wrought gold. The men were armed with Kreeses, adorned with precious stones, and with curved blades like the Kreeses of Bali. Their common pastime is cock-fighting. This letter of Chiaymasiuro's is followed by a like statement agreeing in all particulars with the two preceding, indited by the Portuguese, Pedro de Carvalhada, who declares that he received it from Chiaymasiuro and his companions, whom he met in Surabaya. This document contains one statement in addition to the foregoing, viz., that Luça Antara contained many populous cities and towns. At the close of the document, Carvalhada swears on the Holy Gospels to the truth of his statement, and signs it with his name. Accompanying the extract, which I received from Brussels, were two maps, also by Eredia—the one of Luça Antara and its surroundings, the other a map of the world, in which Luça Antara is placed on the North-west of that part of the great Southern land which, if it represented a truth, *could* only tally with what we know to be Australia. Now it does not require much knowledge of geography to see that the Luça Antara of Eredia, thus described, would in no way agree with what we know of Australia. Here, therefore, I might stop; but when I reflect how many thousands have been led by my means erroneously to connect the name of Eredia with the first authenticated discovery of Australia, I think it likely that some may look to me for the completion of the story.

"Not being Australia, then what was Luça or Nuça Antara? Finding that in Sunda *Nusa* is the ordinary, and in Java the ceremonial word for 'island,' while to the Eastward and Northward, not *Nusa*, but *Pulo*, and other equivalents are used for that word, and remembering that *Luça Antara* was an alternative name for the island of Madura, which lies close to the East coast of Java itself, I reverted to the description of Luça Antara given by the native prince Chiaymasiuro and by P. Carvalhada, and found that it tallied with Madura to a nicety. The men of Luça Antara, who were driven by stress of weather into the port of Balambuan, are described as in figure, face, and complexion, like the Javanese of Bantam, but differing somewhat in their language, insomuch that they showed themselves to be Javanese of another species, or race. Crawford, in his *History of the Indian Archipelago*, says that the language of the two islands is scarcely more alike than any other two languages of the Western portion of the Archipelago. The long hair down to the shoulders, the fillet of cloth of gold round the head, the kreeses adorned



*Castaldi's (?) Map of the World, Venice Tramixini, 1554.
Sheet D.*





with precious stones, and with the blade curved, the cock-fighting, the gold, and spices, and sandal-wood, all bear their abundant testimony to the fitness of the application of the description to the island of Madura. The island itself was described as six hundred leagues in circuit, and containing well-peopled cities and towns, which is all in accordance with the real description of Madura, nor can we find any other island presenting such elements of identity. Here, then, we come to the first stage of the great falsehood. The Javenese prince reports himself to have made a voyage of twelve days to the *South*, from Balambuan, to reach an island whose name and description in every particular belong to an island lying *North* of Balambuan. The distance from Balambuan to the coast, assumed to be reached by the Southward course, viz., Australia, would be about six hundred miles. That by the Northern course to Madura would be barely ninety, and the time occupied in accomplishing the voyage with oars, viz., twelve days, would apply much more reasonably to the former distance than the latter. The question, then, naturally arises: How came Eredia, having elected the island of Madura, under its little known Malay name of Luça Antara, as the source from which to draw the materials for circumstantial description in his report to Philip III., to apply that description to a locality which corresponds, as our map shows, with a country which, had he been speaking truth, *could* be no other than Australia? A fact of which he was utterly ignorant, but which had come to my knowledge in the elaboration of my *Early Voyages to Terra Australis*, for the Hakluyt Society in 1859, laid bare to me the whole machinery of this impostor's process of deception, and showed how, in attempting to deceive the king, he himself was deceived by the blunders of others who had gone before him. The facts are as follows: In the seventh chapter of the third book of Marco Polo's travels, we read these words: 'When you leave Java and sail for 700 miles on a course between South and West, you arrive at two islands—a greater and a less. The one is called Soudur, and the other Condur. As there is nothing about them worth mentioning, let us go on 500 miles beyond Soudur, and then we find another country, which is called Locach. In this country the brazil, which we make use of, grows in great plenty, and they also have gold in incredible quantity. They have elephants likewise, and much game. In this kingdom, too, are gathered all the porcelain shells which are used for small change in all these regions.'

"Now, although the MSS. and texts of Marco Polo read as above, '*when you leave Java*,' Marsden has shown that the point of departure should really be Champa, a name in the old times applied by Western Asiatics to a kingdom which embraced the whole coast between Tonking and Cambodia, including all that is now called Cochin China. Colonel Yule has shown that the country meant by Locach was Lo-kok, or kingdom of Lo, which, previous to the middle of the fourteenth century, formed the lower part of what is now Siam. Soudur and Condur are the Pulo Condore Islands. The introduction of the word Java into the text, instead of Champa, was a digression; the retention of which inevitably led the geographers to place Locach in the Southern Ocean.

"So much for blunder number one, of which Eredia knew nothing. We now come to blunder number two, of which he was equally unconscious. In the Basle edition of Marco Polo in 1532, the printer unluckily altered the 'L' into a 'B,' and the first 'C' into an 'E,' so that the word 'Locach' became 'Boeach.' This was afterwards shortened into 'Beach,' and the blunder was

repeated in books and on maps with so much confidence that we find it even occurring on a semi-globe which adorns the monument of the learned Sir Henry Savile in Merton College Chapel, Oxford; and, strangely enough, it is the only geographical name thereon inscribed. As, however, some editions of Marco Polo retained the word 'Locach,' and others 'Beach,' both names began to be copied on to maps, and the point of departure being Java, the map-makers following the course indicated in Marco Polo laid these countries down as forming part of the great Southern land which was supposed to occupy the entire South part of the globe. This was the *India Meridionalis* of Eredia's dreams and ambition. It will have been observed that Luça Antara was said to be also reached by Chiaymasiuro, after a voyage of twelve days *South* from Java; and accordingly it is domiciled by Eredia on this same Southern land, with Locach and Beach, a thought evidently suggested by Marco Polo's text. But it will also have been noticed that in this Locach (mis-spelt Beach) there was gold in considerable quantity. And the result was that Beach was described on many of the maps of that time as Provincia Aurifera. Moreover, Eredia, at the commencement of his report, speaks of it as a province of gold. Let us now trace the effect which this produces on Eredia's geography. In the first place, he lays down *both* Locach and Beach, showing in common with other geographers his ignorance of the misprint. To these he adds Luça Antara, with an elaborate and complex outline, even with the rocks and shoals minutely laid down, which I fear he never derived from the surveying skill of his friend Chiaymasiuro, but in the same manner as the Portuguese named the Cape Verde Islands, from the promontory off which they lay; so also off the coast of Beach, Eredia lays down an island, to which he gives the name of Luça Veach. In Spain and Portugal, the 'B' and 'V' are interchangeable. 'The island,' says Eredia, 'is called Luça Veach, because among the natives of Eude, Sabbo and Java, *Luça* signifies an island, and *Veach* of gold.' The printer's devil in Basle, in 1532, little dreamed that he was inventing a Javanese word, nor does Crawford—the great Malay authority—corroborate that he did so. So far is it otherwise, that in a list of all the words representing gold throughout the Archipelago, not one in the slightest degree approaches to either *Beach* or *Veach*. Nevertheless, the next chapter in Eredia's report consists of a certification from our friend Pedro de Carvalhada, captain of the fortress of Eude, in which he swears on the Holy Gospels that it is all true, and affixes his signature thereto, under date of Malacca, 4th of October, 1601, the same date as his other certificate.

"In one of the chapters of Eredia's report, entitled, 'Of Discovery by Chance,' he tells us that a vessel from Malacca was carried to the South by the Bali currents, between Java and Bima, and discovered the island of Luça Tambini, peopled only by women like Amazons, who with bows and arrows prevented anyone from landing. 'These women,' he says, 'must have their husbands from another separate island.' Everyone has heard of the fable of the Male and Female Islands. It has existed from time immemorial, and was repeated by Marco Polo; but I doubt if the noble Venetian would have sworn on the Holy Gospels as of his own knowledge in the character of a local and official authority, that a vessel from Malacca went there. This, however, Pedro de Carvalhada did in his last-mentioned certification; and I am glad that he tells us that, after having discovered the Island of Women (Pulo Tambini) they then came in sight of Luça Veach. The one statement deserved to be made in

the same breath with the other. I need not weary the reader with any further detail from the utterances of these vile accomplices. Suffice it that there are plenty more falsehoods in them, built up on the basis of the low country maps, the conjectural, or imaginary, portions of which are dressed up by Eredia as solid realities, confirmed by all the circumstance of detail. That Eredia received a commission from the Viceroy Ayres de Saldanha to make discoveries of supposed islands in the South is pretty certain. The *Alvara* (or patent) signed 5th April, 1601, accompanies the report. It constitutes him Governor-in-Chief of any such islands falling within the limits of the Crown of Portugal, promises him the Order of Christ, and engages that in the event of his death being ascertained, provision should be made for the honourable marriage of his daughter, to whom the extreme recompense and honours in the services of her father would merit. He was to receive also the twentieth part of the profits of his discoveries, or what his Majesty was in the habit of giving to discoverers of mines in his own kingdom. It is very clear that he occupied a responsible position, and that much might be extracted from him. Carvalhada, in both his certificates, made use of the words 'The discoverer, Manoel Godinho de Eredia, asked me for this information, for the good of his voyage, and for the accomplishment of the service of the king.' It was evidently necessary that he should be a discoverer on paper, since fate had not made him a discoverer at sea. In the map of the world which accompanies his report, and which is itself a reduction from a map of Ortelius, he writes in the Southern Land, '*India Meridional descoberta anno, 1601.*' The map-maker who followed him, and from whose handiwork was made the copy which I brought forward in 1861, had a constructive mind. On a country which bore a legend which proved it to be Australia, he, with unflinching positiveness, grouped into one distinct declaration the deputed discovery, the date, the name of Eredia, and the name of the Viceroy:—"Nuça Antara" was discovered in 1601 by Manoel Godinho de Eredia, by order of the Viceroy Ayres de Saldanha.'

"I repeat that I am not ashamed that, with the amount of evidence that then lay before me, I believed him; but I am very happy in the thought that, so soon as the field of evidence was enlarged, it was I who alone had been responsible for its promulgation, and that had the good fortune at once to detect the imposture."

So much for the bogus discovery of Eredia, which may be dismissed as an ingenious imposture, which deceived for a time one of the most eminent writers on Australian discovery.

VOYAGE OF FERNANDEZ DE QUIROS.

When Spain was in the zenith of her power, and the revealed wealth of the New World dazzled the eyes of Europe, her gallant seamen naturally cast their eyes across the seas towards Terra Australis. In the hope of reaching shores where the exploits of Cortes and Pizarro could be emulated, it has been stated that Pedro Fernandez de Quiros—for the honour of whose birthplace both Spain and Portugal have contended—started on a voyage along with Louis Vaez de Torres, during which their ships' prows were doubtless directed towards Australia. The former reached the Solomon Islands, where he parted with his companion. Torres, I think, came nearer solving the secret of the Southern Seas. He has been stated to have even sighted the present Cape York; but, probably, the hills which met his view, were the higher land of Prince of

Wales' Island. With the wealth of Mexico and Peru in his mind's eye, he would be naturally unfavourably impressed by the natives of the Straits, and see no prospect of rich plunder. Disgusted and disappointed, he concisely put on record that the aborigines were "black, naked, and corpulent." He may have indeed been surprised at their obesity on such a desolate shore; but unwilling to solve the problem of their fatness, he turned his back and sailed for pleasanter climes. This occurred in the year 1605, and truly there is a strange mystery connected with the separation of these two voyagers. They had sailed from Callao with three well-equipped vessels, and were months in company, discovering many islands. Suddenly, one hour after midnight, as Torres, the lieutenant tell us, "the *Capitana* (Quiros' ship) departed without any notice given to us, and without making any signal." The real cause for this strange conduct will never be known for a certainty; but it is conjectured that a mutiny had broken out among the sailors. Torres, after vainly waiting for many days, made his way by the coast of New Guinea to Manilla.

Pedro Fernandez de Quiros was one of the most distinguished mariners of his time; and although not actually the discoverer of New Holland, he did much to bring its discovery about. From the time the Spaniards landed on Santa Cruz, De Quiros kept on urging the solution of this great geographical problem; and, speaking of him two centuries later, Dalrymple says:—"The discovery of the Southern Continent, whenever, and by whomsoever it may be completely effected, is in justice due to this immortal name."

He reached Mexico on the 3rd of October, 1606—nine months after he had set out from Callao—and died in Panama in 1614. He was the last of the great Spanish heroes of the sea. "Reasoning again," to quote Dalrymple, "from principles of science and deep reflection, he asserted the *existence* of a great Southern Continent; and devoted with unwearied, though continued diligence, the remainder of his life to the prosecution of this sublime conception."





A TRANSLATION, BY ALEXANDER DALRYMPLE, OF A LETTER WRITTEN
BY LUIS VAEZ DE TORRES TO THE KING OF SPAIN, GIVING AN
ACCOUNT OF THE VOYAGE OF CAPTAIN PEDRO FERNANDEZ DE QUIROS

“MANILA, July 12th, 1607.



OUR MAJESTY,—Being in this city of Manila, at the end of a year and-a-half of navigation, and making discovery of the lands and seas in the Southern parts; and seeing that the Royal Audience have not hitherto thought proper to give me despatches for completing the voyage as Your Majesty commanded, and as I was in hopes of being the first to give yourself a relation of the discovery, etc.; but being detained here, and not knowing if, in this city of Manila I shall receive my despatches, I have thought proper to send Your Majesty Fray Juan de Merlo, of the order of San Francisco, one of the three priests who were on board with me, who having been an eye-witness, will give a full relation to Your Majesty. The account from me is the following:—

“We sailed from Callao, in Peru, on December 21st, 1605, with two ships and a launch, under the command of Captain Pedro Fernandez de Quiros, and I for his almirante; and, without losing company, we stood W.S.W., and went on this course 800 leagues.

“In latitude 26° S., it appeared proper to our commander not to pass that latitude, because of changes in the weather; on which account I gave a declaration under my hand that it was not a thing obvious that we ought to diminish our latitude, if the season would allow, till we got beyond 30° . My opinion had no effect, for from the said 26° S., we decreased our latitude in a W.N.W. course to $24\frac{1}{2}^{\circ}$ S. In this situation, we found a small low island, about two leagues long, uninhabited, and without anchoring ground.

“From hence we sailed W. by N. to 24° S. In this situation, we found another island uninhabited, and without anchorage. It was about ten leagues in circumference. We named it San Valerio.

“From hence we sailed W. by N. one day, and then W.N.W. to $21\frac{1}{2}^{\circ}$ S.,

where we found another small low island without soundings, uninhabited, and divided into pieces.

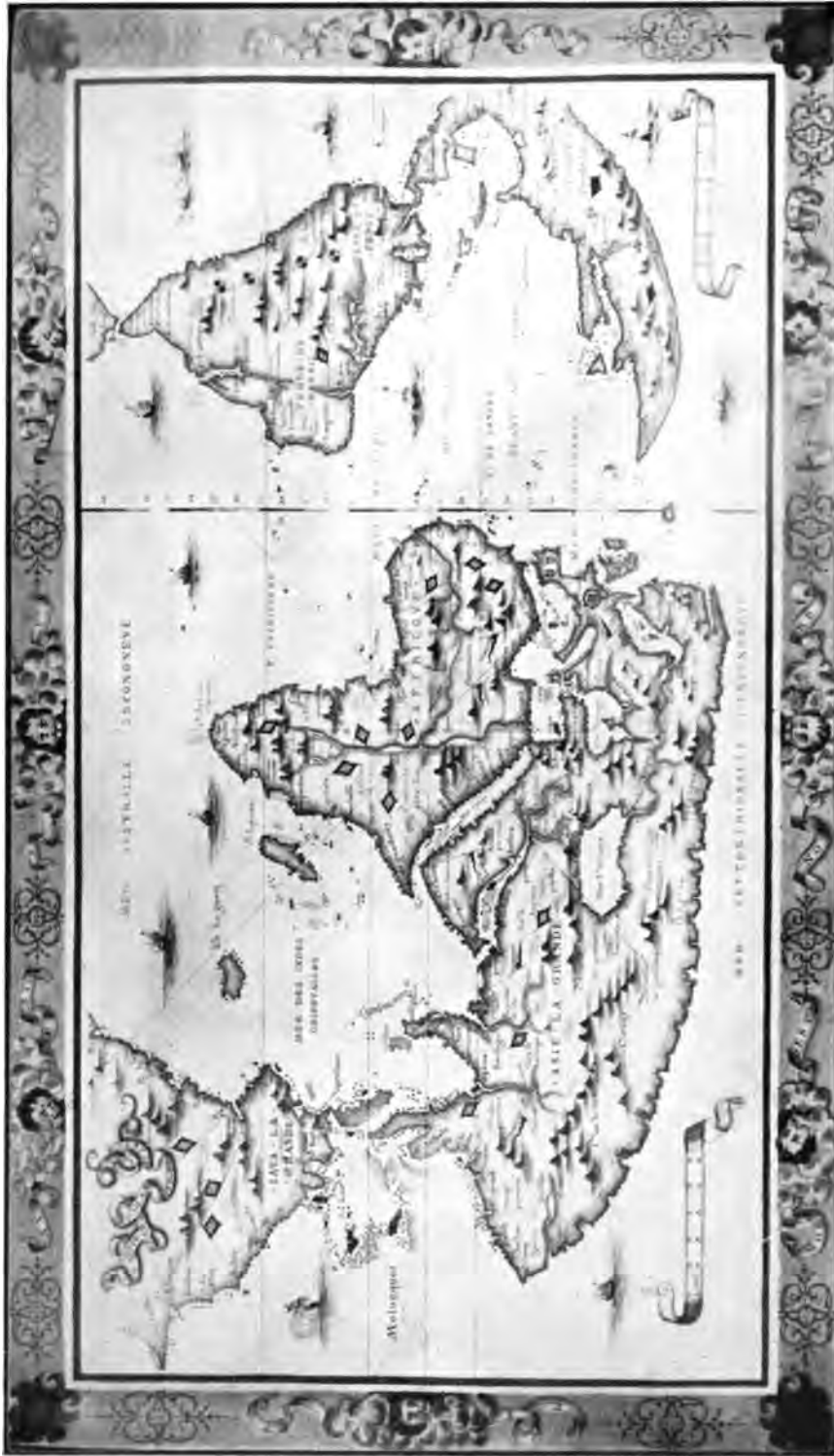
"We passed on in the same course and sailed twenty-five leagues. We found four islands in a triangle, five or six leagues each, low, uninhabited, and without soundings. We named them Las Virgines. Here the variation was North-easterly. From hence we sailed N.W. to 19° S. In this situation, we saw a small island to the Eastward, about three leagues distant. It appeared like those we had passed; we named it Sta. Polonia.

"Diminishing our latitude from hence half a degree, we saw a low island with a point to the S.E., full of palms. It is $18\frac{1}{2}^{\circ}$ S. We arrived at it, it had no anchorage. We saw people on the beach. The boats went to the shore, and when they reached it, they could not land, on account of the great surf and rocks. The Indians called to them from the land: two Spaniards swam ashore: these they received well, throwing their arms upon the ground, and embraced them and kissed them on the face. On this friendship, one of the chiefs came on board the *Capitana* to converse, and an old woman; who were clothed, and presents were made to them, and they returned ashore presently, for they were in great fear. In return for these good offices, they sent a heap of locks of hair, and some bad feathers, and some wrought pearl oyster shells: these were all their valuables. They were a savage people, mulattoes, and corpulent. The arms they use are lances, very long and thick. As we could not land, or get anchoring ground, we passed on, steering W.N.W.

"We went in this direction from that island, getting sight of land. We could not reach it from the first, on account of the wind being contrary and strong, with much rain. It was all of it very low, so as in parts to be overflowed.

"From this place, in $16\frac{1}{2}^{\circ}$ S., we stood N.W. by N. to $10\frac{1}{2}^{\circ}$ S. In this situation, we saw an island which was supposed to be that of San Barnado, because it was in pieces; but it was not San Barnado, from what we afterwards saw. We did not find anchoring ground at it, though the boats went on shore to search for water, which we were in want of, but could not find any. They only found some cocconut trees, though small. Our commander, seeing that we were in want of water, agreed that we should go to the island Santa Cruz, where he had been with Alvaro de Mandana, saying that we might there supply ourselves with water and wood, and then we would determine what was most expedient for Your Majesty's service. The crew of the *Capitana* at this time were mutinous, desiring to go direct to Manila. On this account, he sent the chief pilot a prisoner on board my ship, without doing anything further to him or others, though I strongly importuned him to punish them, or give me leave to punish them. But he did not choose to do it, from whence succeeded what Your Majesty knows, since they made him turn from the course, as will be mentioned, and he has probably said at Your Majesty's court.

"We sailed from the above island, W. by N., and found nearly a point Easterly variation. We continued this course till in full 10° S. In this situation we found a low island of five or six leagues, overflowed and without soundings. It was inhabited, the people and arms like those we had left, but their vessels were different. They came close to the ship, talking to us, and taking what we gave them, begging more, and stealing what was hanging to the ship, throwing lances, thinking we could not do them any harm. Seeing that we could not anchor owing to the want we were in of water, our commander ordered me ashore with two boats and fifty men. As soon as we came to shore,



MAP OF THE WORLD, BY DESLEINS, OF DIEPPE, STUDDED OVER WITH THE FLAGS OF DIFFERENT NATIONS, DATED 1566.





they opposed my entrance without any longer keeping peace, which compelled me to skirmish with them. When we had done them some mischief, three of them came out to make peace with me, singing, with branches in their hands, and one with a lighted torch, and on his knees. We received them well, and embraced them, and then clothed them, for they were some of the chiefs; and asking them for water, they did not choose to show it me, making signs as if they did not understand me. Keeping the three chiefs with me, I ordered the sergeant with twelve men to search for water, and having fallen in with it, the Indians came out on their flank and attacked them, wounding one Spaniard. Seeing their treachery, they were attacked and defeated without any other harm whatever. The land being in my power, I went over the town without finding anything but dried oysters and fish, and many cocoanuts, which were plentiful. We found no birds or animals except little dogs. They have many covered embarcations, which they are accustomed to sail to other islands, with latine sails, made curiously of mats; and with the same cloth their women are clothed with little shifts and petticoats, and the men only round their waists and hips. From hence we put off with the boats loaded with water, but with the great swell we were overset, with much risk to our lives, and so we were obliged to go without getting water at this island. We named it Matanza.

"We sailed in this parallel thirty-two days. In all this route we had very strong currents, and many drifts of wood and snakes, and many birds, all of which were signs of land on both sides of us. We did not search for it, that we might not leave the latitude of Santa Cruz, for we always supposed ourselves near it, and with reason, if it had been near where the first voyage, when it was discovered, had represented it to be; but it was much further on, as by the account will be seen. So that about sixty leagues before reaching it, and nineteen hundred and forty from the city of Lima, we found a small island of six leagues, very high, and all around it good soundings, and other small islands near it, under shelter of which the ships anchored. I went with two boats and fifty men to reconnoitre the people of this island, and at the distance of a musket shot we found a town, surrounded by a wall, with only one entrance, without a gate. Being near with the two boats, with the intention of investing them, as they did not by signs choose peace, at length their chief came into the water up to his neck, with a staff in his hand, and, without fear, came directly to the two boats. He was very well received, and by signs which we understood, he told me that his people were in great terror of the muskets; and, therefore, he entreated us not to land, and said they would bring water and wood if we gave them vessels. I told him that it was necessary to remain five days on shore to refresh ourselves. Seeing he could not do more with me, he quieted his people, who were very uneasy and turbulent, and so it happened that no hostility was committed on either side. We went into the fort safely, and having halted, I made them give up their arms, and made them bring from their houses their effects, which were not of any value. They thanked me very much: * the chief always continued with me. Then they told me the name of the country. All came to me to make peace, and the chiefs assisted me, making their people get water and wood, and carry them on board the ships. In this way we spent six days.

"The people of the island are of an agreeable conversation, understanding

* We may presume they thanked the Spanish captain for not robbing them.

us very well, desirous of learning our language, and to teach us theirs. They are great cruisers: they have much beard; they are great archers and hurlers of darts. The vessels in which they sail are large, and can go a great way. They informed us of more than forty islands, great and small, all peopled, naming them by their names, and telling us they were at war with many of them. They also gave us intelligence of the island of Santa Cruz.

"The people of this island are of ordinary stature: they have amongst them people white and red, some in colour like those of the Indies, others woolly-headed blacks and mulattoes. Slavery is in use amongst them. Their food is yams, fish, cocoanuts, and they have hogs and fowls.

"This island is called Taomaco, and the name of the chief is Tomai. We departed from thence with four Indians, which we took, at which they were not very much pleased (certainly a mild way of putting their natural objection to being kidnapped!), and as we here got wood and water, there was no necessity for us to go to the island of Santa Cruz, which, as I have said, is in the parallel sixty leagues further on.

"So we sailed from hence, steering S.S.E. to $12\frac{1}{2}^{\circ}$ S., where we found an island like that of Taomaco, and with the same kind of people named Chucupia. There is only one small anchoring place; and passing in the offing, a small canoe with only two men came to me to make peace, and presented me with some bark of a tree, which appeared like a very fine handkerchief four yards long and three palms wide: on this I parted from them.

"From hence we steered South. We had a gale of wind from the North which obliged us to lie to for two days. At the end of that time it was thought, as it was Winter, that we would not exceed the latitude of 14° S., in which we were, though my opinion was always directly contrary, thinking that we should search for the islands named by the Indians of Taomaco. Wherefore, sailing from this place, we steered West, and in one day's sail we discovered a volcano, very high and large, above three leagues in circuit, full of trees, and of black people with much beard.

"To the Westward, and in sight of this volcano was an island, not very high, and pleasant in appearance. There are few anchoring places, and those close to the shore. It was very full of black people. Here we caught two in canoes, whom we clothed, and gave them presents, and the next day we put them ashore. In return for this, they shot a flight of arrows at a Spaniard, though in truth it was not in the same part, but about a musket shot further on. They are, however, a people that never miss an opportunity of doing mischief. In sight of this island, and around it, are many islands, very high and large; and to the Southward, one so large that we steered for it, naming the island whereon the man was wounded, Santa Maria.

"Sailing thence to the Southward towards the large island, we discovered a very large bay, well peopled, and very fertile in yams, fruits, hogs, and fowls. They are all black people, and naked. They fight with bows, and darts, and clubs. They did not choose to have peace with us, though we frequently spoke to them and made presents, and they never, with their good will, let us set foot on shore.

"This bay is very refreshing, and into it flow many and large rivers. It is in $15\frac{3}{4}^{\circ}$ S. latitude, and in circuit it is twenty-five leagues. We named it the bay of San Felipe, of Santiago, and the land Del Espiritu Santo.

"There we remained fifty days. We took possession in the name of Your

Majesty. From within this bay, and from the most sheltered part of it, the *Capitana* departed at one hour past midnight, without any notice given to us, and without making any signal. This happened on the 11th of June. And although the next morning we went out to seek for them, and made all proper efforts, it was not possible to find them, for they did not sail on the proper course, or with good intention. So I was obliged to return to the bay to see if by any chance they had returned thither. And, on the same account, we remained in this bay fifteen days, at the end of which we took Your Majesty's orders, and held a consultation with the officers of the frigate. It was determined that we should fulfil them, although contrary to the inclination of many—I may say the greater part. But my condition was different from that of Captain Pedro Fernandez de Quiros.

“At length, we sailed from this bay, in conformity to the order, although with intention to sail round this island; but the season and the strong currents would not allow of this, although I ran along a great part of it. In what I saw there are very large mountains. It has many ports, though some of them are small. All of it is well watered with rivers. We had, at this time, nothing but bread and water. It was the height of Winter, with nothing but sea, wind, and ill-will. All this did not prevent me from reaching the mentioned latitude, which I passed 1° , and would have gone farther if the weather had permitted, for the ship was good. It was proper to act in this manner, for these are not voyages performed every day, nor could Your Majesty be otherwise properly informed. Going into the said latitude on a S.W. course, we had no signs of land that way.

“From there I stood back to the N.W. to $11\frac{1}{2}^{\circ}$ S. There we fell in with the beginning of New Guinea, the coast of which runs W. by N., and E. by S. I could not weather the East point, so I coasted along the Westward on the South side.

“All this land of New Guinea is peopled with Indians, not very white, and naked, except their waists, which are covered with a cloth made from the bark of trees, and much painted. They fight with darts, targets, and stone clubs, which are made fine with plumage. Along the coast are many islands and habitations. All the coast has many ports, some very large, with very large rivers, and many plains. Outside this island there runs a reef of shoals, and between them and the main land are many islands. There is a channel within, and these ports I took possession of in the name of Your Majesty.

“We went along three hundred leagues of coast, as I have mentioned, and diminished the latitude $2\frac{1}{2}^{\circ}$, which brought us into 9° . From hence we fell in with a bank of from three to nine fathoms, which extends along the coast above 180 leagues. We went over it along the coast to $7\frac{1}{2}^{\circ}$ S., and the end of it is in 5° .* We could not go farther on for the many shoals and great currents, so we were obliged to sail out S.W. in that depth to 11° S. latitude. There is all over it an archipelago of islands without number, by which we passed, and at the end of the 11th degree the bank became shoaler. Here were very large islands, and there appeared more to the Southward. They were inhabited by black people, very corpulent and naked. Their arms were lances and clubs of stone, ill-fashioned. We caught in all this land twenty persons of different nations, that with them we might be able to give a better account to Your

* Probably the “8” was mistaken for a “5”— 8° N. was doubtless their position.

Majesty. They take much notice of other people, although as yet they do not make themselves well understood.

“ We went upon this bank two months, at the end of which time we found ourselves in twenty-five fathoms, and in 5° S. latitude, and ten leagues from the coast. Having gone from one hundred and eighty leagues, the coast goes to the N.E. I did not reach it, for the bank became very shallow. So we stood to the North, and in twenty-five fathoms to 4° latitude, where we fell in with a coast, which likewise lay in a direction E. and W. We did not see the Eastern termination, but from what we understood of it, it joins the other we had left, on account of the bank, the sea being very smooth. This land is peopled by blacks, different from all the others. They are better adorned. They use arrows, darts, and small shields, and some sticks of bamboo filled with lime, with which, by throwing it out, they blind their enemies. Finally, we stood to the W.N.W. along the coast, always finding this people, for we landed in many places, and we took possession in the name of Your Majesty. In this land also we found iron, china bells, and other things, by which we knew we were near the Moluccas. And so we ran along the coast about one hundred and thirty leagues, where it comes to a termination fifty leagues before you reach the Moluccas. There is an infinity of islands to the Southward, and very large, which, for want of provisions, we did not approach; for I doubt if in ten years could be examined all the coasts of all the islands we descried. We observed the variation of all this land of New Guinea to the Moluccas, and in all of it the variation agrees with the meridian of the Ladrone Islands and the Philippine Islands. At the termination of this land we found Mahometans who were clothed, and had firearms and swords. They sold us fowls, goats, fruits, pepper, and biscuit, which they call *sagoes*, which will keep for more than twenty years. They sold us but little, however, for they wanted cloth, and we had not any; for all the things that had been given us for traffic were carried away by the *Capitana*, even to tools and medicines, and many other things which I do not mention, as there is no help for it; but, without them, God took care of us.

“ These Moors gave us news of the events at the Moluccas, and told us of Dutch ships, though none of them came here, and they said that all this land contained much gold and other good things, such as pepper and nutmegs. From hence to the Moluccas it is all islands, and on the South side are many uniting with those of Banda and Amboyna, where the Dutch carry on a trade. We came to the islands of Bachian, which are the first of the Moluccas, where we found a *Theatine* with about one hundred Christians in the country of a friendly Mahometan king, who begged me to subdue one of the Ternate islands, inhabited by revolted Mahometans, to whom Don Pedro d'Acunha had given pardon in your Majesty's name, which I maintained, and I sent advice to the M. de Campo Juan d'Esquivel—who governed the islands of Ternate—of my arrival, and demanded, if it was expedient, to give this assistance to the king of Bachian, to which the governor answered that it would be of great service to your Majesty if I brought force for that purpose. On this, with forty Spaniards and four hundred Moors, I made war, and in only four days I defeated them and took the fort, and put the king of Bachian in possession of it in Your Majesty's name, to whom we administered the usual oaths, stipulating with him that he should never make war against Christians, and that he should ever be a faithful vassal to Your Majesty. I did not find these people of so intrepid a spirit as those we had left.



Map of the World 1571. (Orbis tabula Ben. Aria. Montano Auctore.)

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“ It must be ascribed to the Almighty that in all these labours and victories we lost only one Spaniard. I do not make a relation of them to your Majesty, for I hope to give it at large.

“ The king being put in possession, I departed for Ternate, which was twelve leagues from this island where Juan d’Esquival was, by whom I was very well received, for he had a great scarcity of people, and the nations of Ternate were in rebellion, and assistance to him was very unexpected in so roundabout a way. In a few days afterwards, arrived succour from Manila, which was much desired, for half of the people left by Don Pedro d’Acunha were no more, and there was a scarcity of provisions, for, as I have said, the natives of the island were in rebellion. But by the prudence of Juan d’Esquival, he went on putting the affairs of the island into good order, although he was in want of money.

“ I left the *patache** here, and about twenty men, as it was expedient for the service of Your Majesty. From hence I departed to the city of Manila, where they gave me a bad despatch, as I have mentioned; and hitherto, which is now two months, they have not given provisions to the crew, and so I know not when I can sail from hence to give account to Your Majesty.

“ Whom may God preserve prosperous

“ For Sovereign of the World.

“ Your Majesty’s Servant,

“ LUIS VAEZ DE TORRES.”

THE ABRIDGED STORY OF DR. JUAN LUIS ARIAS, RESPECTING
THE VOYAGE OF CAPTAIN PEDRO FERNANDEZ DE QUIROS.

“ It appears that De Quiros, being at Valladolid, made a petition to the Court for leave to lead an expedition with the object of exploring and colonising the island of Santa Cruz. He was referred to the viceroy at Peru, and sailed from Lima with three vessels—the *Capitana*, the *Almiranta*, and one *zabra* (launch or *patache*). He was accompanied by Luis Vaez de Torres; and after discovering many islands, he put in at the island of Taomaco, which is from eight to nine leagues in circuit, in 10° S. latitude, and about one thousand seven hundred leagues distant from Lima, which is about eighty leagues to the Eastward of the island of Santa Cruz. The cacique, or chief, of Taomaco informed him, as well as he could make himself understood, that if he sought the coast of the great Terra Firma, he would light upon it sooner by going to the South than to the island of Santa Cruz. In the South, he said, there were lands which were very fertile and populous, and running down to a great depth towards the said South. In consequence of this information, De Quiros abandoned his idea of colonising the island of Santa Cruz, and sailed Southward, with a slight variation, to the South-west, discovering many islands, which were

* This was the launch named the *Tres-Reyes*, commanded by Pedro Bernal Carmeno. Torres’ ship was the *San Pedro*.

both populous and of pleasing appearance. In $15^{\circ} 20' S.$, he discovered the land of the Baia de Sa Felipe of Santiago which, on the side that he first came upon, ran from East to West. It appeared to be more than one hundred leagues long. The country was very populous, and although they were dark, the inhabitants were very well favoured. There were also many plantations of trees, and the temperature was so mild that they seemed to be in Paradise. The air also was so healthy that in a few days all those who were sick recovered strength. The land produced most abundantly many kinds of delicious fruits, as well as animals and birds in great variety. The bay also was no less abundant in fish of excellent flavour, and of all the kinds which are found off the coast of Spain. The Indians ate for food certain kinds of fruits like the batata, either roasted or boiled, which, when the Spaniards tasted, they found more palatable and sustaining than biscuit.

“For certain reasons, which have hitherto not been ascertained with entire certainty, De Quiros left the *Almiranta* and the *sabra* in the said bay, and sailed with his ship, the *Capitana*, for Mexico, from whence he returned and made application to the Court for leave to colonise that territory. Again he was referred to the viceroy of Peru, and died at Panama on his voyage to Lima.

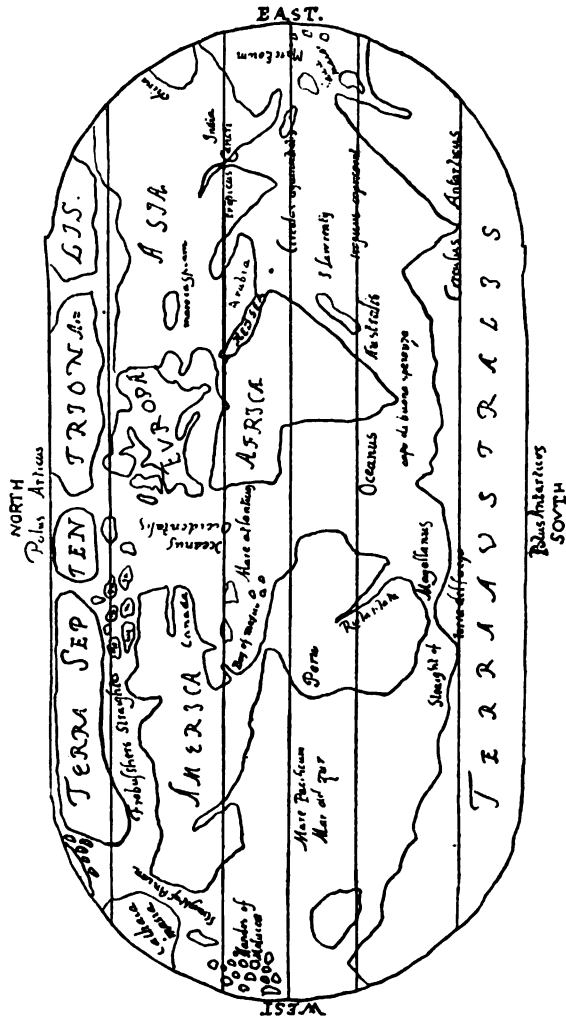
“Luis Vaez de Torres being left in the bay and most disconsolate for the loss of the *Capitana*, resolved, with the consent of his companions, to continue the voyage of discovery. Being prevented by stress of weather from making the circuit of the land of Baia, to see whether it were an island or a main land—as they imagined—and finding himself in great straits in $21^{\circ} S.$, to which high latitude he had persevered in sailing in about a South-westerly direction from $15^{\circ} 20' S.$, which was the latitude of Baia, he put back to the North-west and North-east, up to 14° , in which latitude he sighted a very extensive coast, which he took for that of New Guadacanal.

“From thence he sailed Westwards, having constantly on the right hand the coast of another very great land, which he continued coasting, according to his own reckoning, more than six hundred leagues, having it still to the right hand.”

LETTER OF DON DIEGO DE PRADO, SENDING MAP OF DE TORRES' DISCOVERIES.

“I send to his Majesty, by means of the viceroy of the Indies, the map of the discovery which was effected by Luis Vaez de Torres, captain of the *Almiranta* of Pedro Fernando de Quiros, who followed the instructions given by the Conde de Monterrey, which discovery was the island called by us La Magna Margarita,* which has 680 leagues of coast, as your worship will see by the said map. That which was discovered by Pedro Fernandez de Quiros—the liar—were those rocks and small islands, because his crew mutinied at the island of Esperito Santo. I came as captain of the flag ship, and had knowledge of what was being arranged in the ship. I informed him of it, and as it was a most difficult and delicate matter to tell him of, and of what was best for his Majesty's service, he could not stand me. So I disembarked in Taomaco and went on board the *Almiranta*, at which there was great joy on the flag ship, as they could better carry out their designs. On the 11th of June, 1606, being

* New Guinea. Taken possession of on the day of the feast of St. Marguerite.



MAP OF THE WORLD, PUBLISHED WITH THE ACCOUNT OF FROBISHER'S VOYAGES IN THE YEAR 1578.



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in the bay, as we were coming from an island which was near, there came a rather fresh wind from the South, at eight in the evening, upon which the mutineers carried out their evil designs; and as it was night, and they were far from us, they put the ship about, and the prattler did not see it, as he was in his cabin in the stern; and, in the morning, the country from which they had come out, did not appear. He did not venture to speak. On the contrary, he was told to get into his cabin and hold his tongue, on which account they spared his life, and landed him at Acapulco. His own companions told the Marquis of Montes-Claros who he was, and how they might as well tie him up as mad, and he treated him as such a man as he was. I do not know what respect the Spaniards of Peru were to have for a man who yesterday was a clerk of a ship, and a Portuguese.* If they knew him as Captain Alonzo Corzo knows him, these gentlemen of the State would end in knowing that they ought not to take account of such low and lying men.

"I shall leave for Ormuz on the 8th of February next year—if it please God—to go by land to the port of Leppe (Aleppo) and thence to Venice, and I shall not stop till I reach the Court, to kiss the hand of his Majesty; and, your worship, I send an Indian of the country which was discovered—as a witness to certify it—who was taken at the charge of Senor Ruy Lorenzo de Tavora, the ex-vice-roy of India, with directions not to give him up to anyone, unless by order of your worship or mine. The death of the Secretary, Andres de Prada, has given me much sorrow; but as it is the journey we all have to take, I recommend him to God. May He give to your worship the health which your servant desires for you.

"To Senior Antonio de Arostegni.

"Dated from

"Goa, 24th December, 1613.

"(Signed) DON DIEGO DE PRADO."

From the foregoing evidence—cartographic and documentary—it is clear that the Portuguese, Spanish, and French navigators were sailing the seas in quest of unknown countries. The Cape of Good Hope having been rounded, a vast field of maritime discovery was spread before the mariners of the period—a race of men who, for supreme courage and enterprise, have never been surpassed. The eyes of these heroes of the sea were bent on a mysterious Great South Land which could not much longer be concealed. By luck, accident, or design they *may* have found it; but it was left for another nation, diametrically their opposite in religion, manners, and customs—but of no less heroic mould—to place on record, backed by unanswerable proofs, that a Dutchman was the first *known* to land and inscribe his name on a metal tablet which he left, as will afterwards be seen, as a memorial of his visit to Western Australia.

* I may remark that Magellan was a Portuguese, and he *compelled* the Spaniards to respect him.



WANE OF SPANISH POWER, AND RISE OF THE DUTCH NAVIGATORS.



WITH the commencement of the seventeenth century we find the power and glory of Spain on the wane. The down-trodden Dutch had shaken off the Spanish yoke, and having emerged from stupendous difficulties by steadfast valour and dogged perseverance, they determined to share the Trans-atlantic trade of Spain and Portugal. They shrewdly perceived that if the commerce of the hated Papist could be crippled, the Southern provinces of the Netherlands might be regained, and the Protestant cause strengthened. Geography and hydrography became the object of earnest study, and one Peter Plancius opened a nautical school in Amsterdam, directing his course of teaching to the usurpation of the foreign dominions of Spain and Portugal. Jan Huyghen van Linschoten still further stimulated and instructed his countrymen. For fourteen years he had resided in the East, in Portuguese possessions. Here he collected a vast amount of information, which he gave to the world in his *Book of Voyages* (Amsterdam, 1618).

Resulting from all this came the establishment of the Dutch East India Company, in 1602, and soon their ships were trading to Batavia, Bantam, Amboyna, Banda, and other places.

SIR WILLIAM TEMPLE.

What the Dutch had discovered previously is uncertain. Sir William Temple, ambassador at the Hague in the time of Charles II., gave it as his opinion, that "a Southern continent has long since been found out." He states that, according to information he has collected, "it is as long as Java, and is marked on the maps by the name of New Holland, but to what extent the land extends, either to the South, the East, or the West, we do not know." He likewise declares that he has heard it said among the Dutch that their East India Company "have long since forbidden, and under the greatest penalties, any further attempts at discovering that continent, having already more trade



MAP OF SOUTHERN HEMISPHERE, BY CORNELIVS DE JVDÆIVS, 1593.

(REDUCED FROM NORDENSKIÖLD'S ATLAS).





than they can turn to account, and fearing some more populous nation of Europe might make great establishments of trade in some of these unknown regions, which might ruin or impair what they have already in the Indies."

The opinion of so high an authority carries great weight; at the same time, the Dutch have indignantly denied the allegation that they secreted or suppressed the accounts of their early voyages. Mr. J. Van Wijck Roelandszoon, in 1824, published a remonstrance, in which he refers to the publication of Linschoten's voyages, both to the North and to the East Indies, in 1618; also to Schouten's and Lemaire's *Circumnavigation of the Globe*, in 1615-18. He also points to the fact that the voyages of Van Noort, l'Hermite, and Spilbergen were likewise published, and such had been the case with all Dutch voyages up to 1646, as exactly laid down in the 1660 edition of the maps of P. Groos. Sir William Temple's charge, however, was directed not so much against the Dutch generally, as against the Dutch East India Company, the indictment being two-fold—first, that they forbade exploration; and second, that they prohibited publication. At the present time there are thousands of unsearched volumes which have been handed over to the State Archives at the Hague, which may possibly contain a full solution of the Australian discovery problem.

VOYAGE OF THE *DUYFKEN*.

To return to the period we have now reached, we find, according to Purchas, that "On the 18th of November, 1605, the Dutch yacht, the *Duyfken* (Dove), was despatched from Bantam to explore the islands of New Guinea, and that she sailed along what was thought to be the West side of that country to 19 $\frac{1}{2}$ ° of South latitude." Now, this statement is contained in a document which fell into the possession of Sir Joseph Banks, and was published by Sir Alexander Dalrymple, Hydrographer to the Admiralty. It is a copy of the instructions to Commodore Abel Jansz Tasman for his second voyage in 1644. Having already, in 1642, discovered the island now named after him, and also New Zealand, he passed round the coast of Australia without seeing it, and sailed, on his return voyage, along the Northern shores of New Guinea. In 1644, the then Governor General at Batavia, Antonio Van Dieman, gave him instructions for a second voyage, prefaced with a recital in chronological order of the previous discoveries of the Dutch. I should mention that Father Tenison Woods, who has made some valuable researches in the cause of Australian discovery, informs us that Sir Joseph Banks* "turned over the old archives at Batavia, and found the letter of instructions to Tasman."

This document, although it does not state the name of the captain of the *Duyfken*, is of great interest. By referring to a map it will be seen that the commander, while imagining himself off the coast of New Guinea, was really off the coast of New Holland—the reported latitude places the matter beyond doubt. They found the land, it is said, still extending Southwards. On going ashore, some of their crew were murdered by "the wild, cruel, black savages;" and through want of provisions, and other necessaries, they left the discovery uncompleted. Being thus compelled to return, they named the point of land at which they turned homewards, Cape "Keer Weer" or "Turn Again." As Flinders observes, "the course of the *Duyfken* from New Guinea was Southward

* *Australian Monthly Magazine*, 1886, Vol. III., Australian Bibliography, p. 440.

along the islands on the West side of Torres Strait, to that part of Terra Australis a little to the West and South of Cape York. But all these lands were thought to be connected, and to form the West coast of New Guinea. Thus, unconsciously, the master of the *Duyfken*, made the first *authenticated* discovery of any part of the Great South Land about March, 1606, for it appears that he reached Banda in June of that year.

SPIILBERGEN'S VOYAGE.

In 1614, an expedition was fitted out by Dutch merchants in Amsterdam, independent of the Dutch East India Company, under the command of George Spilbergen. He took with him six ships, and his object was to find a passage to the East Indies, through the Straits of Magellan and the Pacific. On the 8th of August, 1614, Spilbergen sailed from the Texel, passed the Straits in April and May, reaching the Manillas on the 9th February, 1616, and Jaccatra (now called Batavia), on the 7th September.

SCHOUTEN AND LE MAIRE'S EXPEDITION.

Another expedition was fitted out in the next year, regardless of the East India Company. That corporation, in a spirit of grasping monopoly, had obtained by charter the right to prevent any vessels of their own nation, not belonging to their company, from trading to the East, either by the Cape of Good Hope, Cape Horn, or Straits of Magellan. Indignant at their greed, William Cornelison Schouten and Isaac le Maire, with the aid of mercantile friends, provided the necessary funds. Le Maire was a man of singular sagacity, and pondering on the disposition of land and water on the globe, came to the conclusion that there must be a continent to the South of Magellan's Straits. He conjectured that if such land existed, it must lie in a desirable latitude, with a climate answering to that of Barbary, Syria, Persia, or the best part of the Indies, in the Northern hemisphere. He made Schouten his confidante on these matters, and together they promoted the scheme. Under the designation of the South Company, this group of merchants embarked in the aforesaid speculation. In the Spring of 1615, two vessels set sail under their flag—the *Unity*, of 360 tons, of which William Cornelison Schouten was captain; and the *Horn*, of 110 tons, commanded by John Cornelison Schouten, and Aris Clawson as super-cargo. They were well provisioned and armed, and left the Texel on the 14th June, 1615. William Schouten landed at Dover in passing, and engaged an English gunner; and, soon after, being driven into Plymouth by a storm, added an English carpenter to his ship's company. On reaching South America, in January, 1616, they discovered the Straits, afterwards known as the Straits of Le Maire. Sailing across the Pacific, Westward, between the 10th and 20th degrees South latitude, they discovered Dog Island, Waterland, and Fly Island, named from the plague of flies in that quarter. Landing to find water, they were quickly covered with the flies, and when they returned they carried many millions with them into their ships. Their sufferings from these insects is thus described:—“They were a sort of black fly, of which there were such prodigious swarms, that they came on board covered with them from head to foot, their hands and faces so beset that there was no seeing what complexion they were of. Their clothes were entirely hidden by the multitude of these animals crawling upon them, so that they composed themselves another sort of apparel. Besides, their

very boats and oars were all over in the same as themselves, so that when they came back, the plague of flies began to rage in the ship, and every man was employed to defend his face and eyes as well as he could. It was the best part of the day's work to be flapping the flies away, and it was hard for a man to open his mouth, either to speak or to eat, without taking in a mouthful of these vermin at the same time. This dreadful persecution lasted for about three or four days, in which time the flaps did such execution that their suffering was pretty well at an end, and few of the flies left alive to torment them."

They next touched at Traitor's Island, and steering North, fell in with Horn Island, anchoring on the 1st June, 1616, on the South-east coast of New Guinea. They describe the natives as extremely warlike, and hostile to Europeans. They were armed with clubs, swords, and slings, daringly attacking the ship, and were only dispersed by firing a cannon and knocking their boat to pieces. They were much of the negro stamp, and some used chalk as hair powder. They had plenty of hogs, cocoanuts, bananas, dried fish, tobacco, and dried fruit. Their houses were built of mud, and covered with palm leaves, being raised from the ground some eight or nine feet by stakes. They appeared a much superior race to the Australian Aborigines; and having Spanish jars and China ware in their possession, they had evidently engaged in trade or barter with European, Indian or Chinese merchants.

On arriving at Batavia, their ships and property were seized by the Governor of the East India Company, on the plea that they had infringed the Company's charter. They declared that they had not come by either of the forbidden routes, but by one discovered by themselves. The Governor then sent them home—so that they might seek redress—by two of the Company's ships. James Le Maire died at Mauritius, and Schouten reached Amsterdam; but whether he received compensation for his losses is not recorded.

According to the Dutch *Book of Despatches*, the next voyage was undertaken in a yacht by order of the Fiscal d'Edel, with little success; but nothing certain is known, because the journals were lost.

DIRCK HARTOG'S VOYAGE.

The same authority informs us that in the years 1618, 1619, and 1622, the West coast of the Great South Land was visited by various vessels, among which was the *Endraght* or *Concord*, commanded by Captain Dirck Hartog, Hertoge, or Hartighs, of Amsterdam. These several ships explored the coast from 35° to 22° South latitude; and Hartog, who was there in 1616, discovered Hartog's Roads at the entrance of the Sound in 25°, afterwards called by Dampier, Shark's Bay. On Dirck Hartog's Island—one of the islands forming the Roads—he left a tin plate, bearing a Dutch inscription, of which the following is a translation:—"On the 25th of October, 1616, arrived here the ship *Endraght*, of Amsterdam, the first merchant Gilles Mibais Van Luyck, Captain Dirck Hartog, of Amsterdam, the 25th ditto, set sail for Bantam, under merchant Jan Stoyne, upper steersman Pieter Dockes, from Bil., An. 1616."

WILHELM VAN VLAMING FINDS HARTOG'S RECORD.

When Wilhelm Van Vlaming—of whose voyage I shall speak in due course—found this plate in 1697, he copied the inscription upon a new plate, adding another inscription in his own language, of which the following is the English

version:—"On the 4th of February, 1697, arrived here the ship *Geelvinck*, of Amsterdam; Captain Commandant Wilhelm Van Vlaming, of Vleilandt; assistant, Jan van Bremen, of Copenhagen; first pilot, Micheel Bloem van Estight, of Bremen; the hooker, the *Nyptangh*, Captain Gerrit Collaert, of Amsterdam; assistant, Theodorus Heermans, of the same place; first pilot, Gerrit Gerritz, of Bremen; then the galliot *Wesel*, Commander Cornelis Van Vlaming, of Vleilandt; pilot, Coert Gerritz, of Bremen. Sailed from here with our fleet on the 12th, to explore the South Land, and afterwards bound for Batavia."

CAPTAIN HAMELIN FINDS BOTH RECORDS.

More than a century elapsed before this strange record again met the eye of civilised man. The corvettes *Géographe* and *Naturaliste* made a voyage of discovery during the years 1800, 1801, 1802, 1803, 1804—an account of which was published by F. Peron. Captain Hamelin, of the *Naturaliste*, intending to sail into Shark's Bay, sent three men to Dirck Hartog's Island, for the purpose of signalling the *Géographe*, should she heave in sight. On the North point of the Island, nearly buried in sand, and lying near an old oaken post, to which it had been originally nailed, the boatswain found Vlaming's plate, about six inches in diameter, and the letters rudely cut. Captain Hamelin had a new post made, upon which he nailed the old plate, naming the point at which it was found the Cape of the Inscription. He likewise placed on the North-east part of the island another plate, upon which was inscribed the name of his corvette, and the date of his arrival on these shores.*

Peron, in his translation of Dirck Hartog's inscription, makes some strange blunders in punctuation, by which Bantam, the port for which they sailed, is transformed into the undermerchant, the undermerchant into the chief pilot, etc.

PREVOST AND DE BROSES.

In his *Histoire des Voyages*, tom II., page 201, the Abbé Prevost falls into a curious mistake, and the same blunder is made by the President de Broses, in his *Histoire des Navigations aux Terres Australes*, tom I., page 432. Both these authors state that in the year 1618, one Zeachen, a native of Arnheim, discovered the country called Arnheim's Land and Van Diemen's Land on the North coast of Australia, in latitude 14°. They likewise aver that Van Diemen's Land owes its name to Anthony Van Dieman, at that time General of the Dutch East India Company, who returned to Europe with vast wealth in 1631, and that Arnheim's Land was named after the native place of the discoverer.

Major Lunn, following Flinders, thinks that it is an error on the part of these writers, which has been literally copied by Callender in his unacknowledged translation, entitled *Collection of Voyages*. Zeachen, or Zeachean, is not a Dutch word, but is intended for Zeehaen, which is not the name of a man, but of a ship. The *Zeehaen*, or *Sea-hen*, was one of Tasman's vessels. This is all the more likely to be the case, seeing that Van Dieman was not Governor of Batavia till 1636, while this voyage is said to have been made in 1618. It is just possible that Arnheim might have commanded a ship called the *Zeehaen*, 1618, but this would not account for the name of Van Diemen's Land at that date.

* Neither of these plates can be found, although said to have been deposited in the Museum of the Institute of France. Possibly they lie hidden away in some obscure corner, and may one day be brought to light.



MAP OF SOUTH POLAR CONTINENT (REDUCED FROM WYFFLIET'S DESCRIPTIONIS. PTOLEMAICE AUGMENTUM, 1597).



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No such voyage as this is mentioned in the preface to Tasman's instructions, and it is probable that Arnheim's Land received its name from the ship *Arnheim*, which visited this quarter in 1623, to which voyage I shall refer in due course.

VOYAGE OF THE MAURITIUS.

In 1618, the captain of the ship *Mauritius* explored the Western coast of Australia, discovering Willem's River near the North-west Cape. His name, like that of many other Dutch commanders, is not recorded.

JOHN EDEL'S VOYAGE.

In the following year John Edel visited the Western shore of New Holland, and gave his name to that part immediately South of Endraght's Land. In the chart of Thevenot, published in 1663, Edel's Land extends from 29° Northward to 26½°; but in Van Keulen's Chart, some forty years later, it extends Southward to 32° 20', which tract of country Thevenot's chart attributes to the discovery made in 1622 by the ship *Leeuwin* (*Lioness*).

HOUTMAN'S ABROLHOS.

Houtman's Abrolhos, a great reef off the coast of Edel's Land, was also discovered at this period. The name Abrolhos is of Portuguese origin, signifying "keep your eyes open," which has an obvious appropriateness when applied to a dangerous chain of rocks. Why Houtman's name should be added is not very clear, as although there was a celebrated Dutchman of the period named Frederick Houtman, there is no record of his having visited this coast.* In this same year, 1662, other mariners, whose names are unknown, made discoveries in these parts, calling the country the "Land of Leeuwin." It extends from 35° Northward to 31°, and the extreme Southern point they named "Cape Leeuwin."

In the same year, the Governor General, Jan Pietersz Coen sent out the yachts *De Haring* and *Harwind*, but this voyage produced no special result.

JAN CARSTEN'S VOYAGE.

In January of the next year, 1623, the same Governor gave orders for another expedition under the command of Jan Carstens. The yachts *Pera* and *Arnheim* thereupon set sail from Aboyna, with instructions to investigate the manners, customs and country of New Guinea. Carstens and eight of his crew were murdered by the natives, but the vessels continued in their course "and discovered

*Houtman's Abrolhos. Mr. Delmar Morgan, F.R.G.S., in a paper read in August, 1891, at the International Congress of Geographical Sciences, at Berne, makes the following statement regarding these islands and reefs:—"The Portuguese navigator Menezes, is commonly reported to have visited this part of the Australian coast in 1527, but it is most unlikely that he ever did so. Some authorities go so far as to declare that he actually charted these islands and reefs. They were charted, however, if not before, soon after his voyage, as they are marked on all these old Australian charts, although the word "*Abrolhos*" appears on Pierre Descelier's alone (1550). When the Dutch undertook their voyage to the East Indies by way of the Cape of Good Hope, in 1595, Frederick Houtman, although merely commercial chief of the expedition, assumed the title of Captain General, and history falsely conferred on him the glory of having conducted the first Dutch expedition to the East Indies. In the same way his name was prefixed undeservedly to the Portuguese discovery on the Western coast of Australia, but at what period it would be difficult to determine.

the great islands Arnheim and Spult." Arnheim's land lies between the Gulf of Carpentaria and Cambridge, its Northern boundary being the Arafura Sea, and its Eastern the Gulf of Carpentaria. In a chart included in Valentyn's *Beschryvingh van Banda*, we find the river Spult in Arnheim's Land, in about the position of Liverpool River, with which it is probably identical.

According to the Dutch recital, the vessels became "untimely separated" and the *Arnheim* returned to Amboyna. The *Pera*, however, continued its voyage, and sailed along the coast as far as Cape Keer Weer, thereafter pursuing its discoveries Southwards as far as 17°, being Staten River; "from this place," to quote the original description, "what more of the land could be discerned, seemed to stretch Westward."

Referring to the above, the Dutch *Book of Despatches* winds up thus:—"In this discovery were found everywhere shallow water and barren coasts, islands altogether thirsty, peopled by divers cruel, poor, and brutal nations, and of very little use to the Dutch East India Company."

VOYAGE OF THE *GULDE ZEEPARD* AND OF *VIANEN*.

Continuing, the same recital states:—

"Through the little success of this third voyage, but mostly because no ship could be spared, the discovery was again omitted till 1636; but in the interim, in the year 1627, the South coast of the Great South Land was accidentally discovered by the ship the *Gulde Zeeopard*, outward bound from Fatherland, for the space of 1,000 English miles; and again accidentally in the year following, 1628, on the North side, in the latitude 21° South, by the ship *Vianen*, homeward bound from India, when they coasted about 200 English miles without gaining any particular knowledge of this great country, only observing a foul and barren shore, green fields, and very wild, black, barbarous inhabitants—all which, by the loss of the ship *Batavia*, and the cruelties and miseries which followed from that, is fully proved and was experienced by the yacht *Saardam* in their course along this coast."

This part of the country was named De Witt's land; but it is not certain whether this designation was applied to it by the captain of the *Vianen*. De Brosse, whose account, in places, is somewhat inaccurate, says "William De Witt gave his own name to the country which he saw in 1628 to the North of Remessen's River, and which Viane, a Dutch captain, had to his misfortune discovered in the month of January in the same year, when he was driven upon the coast of De Witt in 21° of latitude, and lost all his riches."

It occurs to me to ask the question, "Where did these riches come from?" Certainly they might have been gained elsewhere than on the coast of Western Australia; but a Dutch skipper of the seventeenth century was not likely to be carrying his store of wealth on a voyage of discovery, and it is just possible that a goodly quantity of Australian nuggets may have gone down in the *Vianen*, about which the crafty Dutch have preserved a prudent silence.

GOVERNOR PIETER CARPENTER'S EXPEDITION.

In support of this view, it is noteworthy that five ships which had been sent into the Southern Seas, under Governor Pieter Carpenter, brought back to Holland a large quantity of gold, spices, and other riches. The voyagers gave out that they had acquired this booty from a wrecked ship; but one wrecked

ship would scarcely load up five, and it is possible that Carpenter, who had confessedly been making discoveries in Australia, may have got his gold from that quarter.

In any case, the circumstance whetted the cupidity of the Dutch to such an extent that they fitted out a fleet of eleven sail to closely investigate and explore the resources of the Great South Land. We know nothing of the fate of the main portion of the fleet; but we have interesting details connected with one vessel, the *Batavia*, under Pelsart, whose voyage ended in disaster.

FRANCIS PELSART'S VOYAGE.

The *Batavia*, which, according to Thévenot's account, was commanded by Captain Francis Pelsart, sailed from the Texel in October, 1628, and was wrecked on the night of June 4th, 1629, on the Abrolhos reefs. It appears that at daylight the shipwrecked sailors sighted an island some nine miles off; and nearer, saw two islands, to which the passengers, with a portion of the crew, were sent. No fresh water being available, Pelsart put to sea on one of the boats which had been saved, and sailed for the mainland, which was distant some eight leagues. The coast was rocky and barren, and he endeavoured to land in a sandy bay. He failed, however, through stress of weather, and was compelled to keep off the shore till the 14th June, having steered Northwards. In 24° lat. he saw the smoke of fires, towards which he directed his course. In spite of breakers and a dangerous coast, six of his sailors leaped overboard, and with great difficulty reached the shore, his boat remaining at anchor outside. Whilst searching for water, the sailors saw four natives, who fled at their approach, and these were seen to be wild, black, and entirely naked. Not finding water, the seamen regained their boat, bruised, and half drowned. Again they set sail; and on the 15th, discovered a cape and two dangerous reefs, stretching out into the sea. At last they managed to land, and procured a supply of forty gallons of rain water. They were terribly annoyed with myriads of flies, and saw eight savages, carrying spears, who ran away on seeing them. On the 16th, endeavouring to get more water, they failed, and again set sail, hoping to make Remessen's River near the North-west Cape. The wind shifted, however, and they were obliged to keep out to sea, determining to make for Batavia. This they reached, and the captain afterwards returned in the yacht *Saardam* to the Abrolhos neighbourhood of the reefs, where the bulk of the sailors and passengers had been left.* They had found good food and water there, and had managed to sustain life. A shameful conspiracy was then discovered by Pelsart, who hanged several mutineers, and put two on shore on the opposite mainland. In Tasman's instructions for his voyage, in 1644, we find that he was directed "to inquire at the continent thereabouts after the Dutchmen, who, having forfeited their lives, were put on shore by Commodore Francis Pelsart, if still alive. In such case, you may make enquiries of them about the situation of those countries; and, if they entreat you to that purpose, give them passage hither."

Regarding the plot thus alluded to, it would seem that, on Pelsart's return to rescue his passengers and crew, he found that Cornelis, the supercargo, had persuaded a number of the sailors to seize the ship and its commander on arrival, intending to sail away as pirates. They had actually murdered 125 of the

* The Dutch East Indiamen nearly always carried an enormous crew, besides passengers, making a living freight of human beings utterly unprovided for in case of accident.

people—men, women, and children; and came off in two boats for their nefarious purpose. Being apprised of their designs by one Neberhays, who remained faithful, Pelsart managed to secure the mutineers, some of whom were put to death. Their hopes, however, in the direction of discovery were defeated for the time, and the Dutch published the whole account of the affair, believing that the nature of the coast, barrenness of the land, and wretchedness of the savages, would deter any other nation from explorations in that direction.

PIETER NUYTS.

With reference to the voyage of the *Gulde Zeepard*, quoted in the *Book of Despatches*, the journal seems to have been lost. Mr. R. H. Major made every possible investigation in Holland and Belgium for a record of the voyage, but without success. The only evidence there is the passage referred to, and the Dutch charts, which give the name of Pieter Nuyts to the vast tract of country thus discovered. "Nuyts," says Mr. Major, "is generally supposed to have commanded the ship; but Flinders judiciously remarks that, as on his arrival at Batavia, he was sent Ambassador to Japan, and afterwards made Governor of Formosa, it seems more probable that he was a civilian, perhaps the Company's First Merchant on board, rather than captain of the ship. In estimating the 1,000 miles coast sailing, described in the recital, allowance must doubtless be made for the singularity of the coast, embracing from Cape Leeuwin to St. Francis and St. Peter's Islands." This discovery of Nuyts consisted of the whole stretch of coast from Cape Leeuwin to South Australia, and to within that colony as far as Nuyts' Archipelago.

It is indeed remarkable that in these Dutch discoveries the names of the captains are so frequently absent. Evidently far more value was placed upon the ships than on their commanders. The ships' names we find in abundance, but the journals of the voyage are constantly missing. Taking into consideration the enterprise of the nation at this period, and the immense importance of their researches, the absence of these records is most unaccountable.

THOMAS POOL'S VOYAGE.

In April, 1636, Gerritt Tomaz Pool, or Poel, commanding the yachts *Klyn*, *Amsterdam*, and *Wezel*, was sent out from Banda on a fresh expedition to the South. When they reached New Guinea, a party went ashore; and the captain, his secretary, and two sailors, coming into conflict with the savages, met with the same fate as the unfortunate Jan Carstens seven years before. The voyage was, however, continued by Pieterz Pietersen, along the coast of Arnheim, or Van Diemen's Land, by which names the Northern part of the continent was then known to the Dutch. He coasted about 120 miles without seeing any people, but many smoke signals.

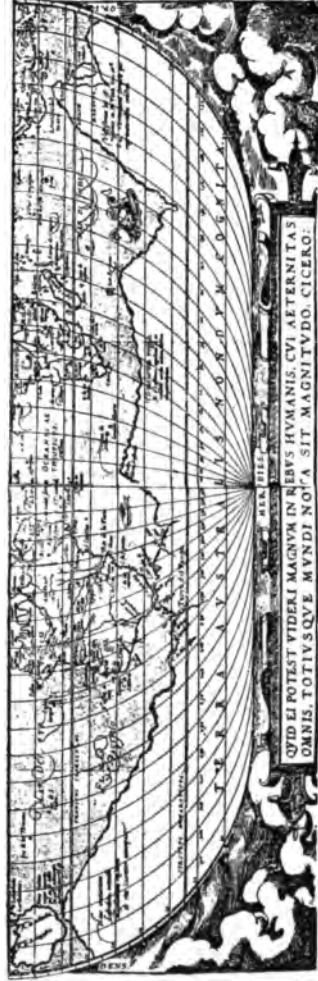
VALENTYN'S ACCOUNT.

The catastrophe which befel Pool is thus quaintly translated from Valentyn's account:—

"On the 30th of June following, both these vessels (*Amsterdam* and *Wezel*) returned and informed the Governor that, having reached the Flat Point, in about 44° of South latitude, on the 18th of April, they had determined to send some of their people on shore to take a view of the country. The commander,



MAP OF THE WORLD BY G. MERCATOR (1587). SOUTHERN HEMISPHERE (Reduced from Nordenskiöld's Atlas).



MAP OF THE WORLD BY ORTELIUS (1570). SOUTHERN PART (Reduced from Nordenskiöld's Atlas).



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Pool, desirous to see everything himself, resolved to be of the party, and took with him his steward, Andries Schiller, a native of Nuremberg. They were scarcely landed when a large body of wild Southlanders, who at first appeared friendly, but acted afterwards in a hostile manner, surrounded them, insomuch that it was not in their power to escape. The commander, Pool, perceiving the danger greater than he at first expected, was still in hopes to escape, but he found himself one of the first attacked, and received a blow with a hazegay, which immediately brought him to the ground. When he recovered his senses, and saw that his steward was still defending himself, he called out to him that he would do better to try and make his escape, or otherwise he would not be able to do it, for the savages were coming on in yet greater numbers. He did so, but was likewise soon knocked down. The wild Southlanders perceiving the hanger that Commander Pool had in his hand, forced it from him, and cut these two men to pieces and carried them into the wood; but it never could be discovered what they did with them, nor what became of the two sailors, which were likewise missing."

I think it is all too probable that they were eaten; in any case, it was a melancholy termination to the exploration of these unhappy Dutchmen.

Thus, from 1602, when the Dutch Government granted a charter to the great East India Company of the Netherlands, many settlements were effected in the Indian Archipelago, and Dutch vessels were constantly cruising about the unknown waters lying to the Southward and Eastward of these settlements. It was not till 1642, however, that any material results were secured to the adventurers.

ABEL JANSZ TASMAN'S VOYAGE.

At that time, Anthony Van Diemen was Governor General at Batavia, and one of his most trusted commanders was a Hollander of obscure birth, named Abel Jansz Tasman. An expedition was fitted out for the exploration of the Australian Continent, under the command of Tasman.

Strange to relate, for more than a century, the only account of the memorable voyage—during which Tasmania and New Zealand were discovered—was a curtailed abridgment, published in Amsterdam, in 1674, and an abstract by Valentyn.

About 1771, however, a MS. journal in Tasman's own handwriting was brought to England surreptitiously, and offered for sale to Sir Joseph Banks. He recognised its great value, and purchased it, placing it among his other treasures in his splendid library. A translation was made by the Rev. Charles Godfrey Woide, chaplain to the Dutch Chapel at St. James's Palace, but I do not find it included among the several works by Mr. Woide, which are in the library of the British Museum. The original document, however, with the translation, was lent by Sir Joseph to Flinders, and also to Captain (afterwards Admiral) Burney, who was engaged in compiling a chronological history of discoveries in the South Seas. Doubts have been cast upon its genuineness, but Captain Burney discusses the question in a carefully written introduction, and proves beyond question the authenticity of the journal. It possesses internal incidents of navigation from leaving Batavia till arriving in the South Seas, which are noted therein, and various details which no forger would think of inventing. Valentyn, in his narrative, almost copies from it, but in a condensed form, and changing it from the first to the third person. The journal commences in

the fashion prevalent in those days:—"Journal or description by me, Abel Jansz Tasman, of a voyage from Batavia, for making discoveries of the Unknown South Land, in the year 1642. May God Almighty be pleased to give His blessing to this voyage! Amen."

They weighed anchor from Batavia on the 14th of August, 1642, and stood out South-eastward to sea, "for which the Lord be praised," remarks the pious captain. He had two vessels under his command, the *Heemskirk* and the *Zeehaen*, and on the 27th it is recorded that a council was held, when it was resolved that a look-out should be kept constantly on the masthead, and whoever should discover land, sands, or banks under water, should receive a reward of three reals and a pot of arrack. On the 24th November, in the afternoon, land was sighted, bearing East by North, distant about ten miles, and in the evening high mountains were seen to the East-south-east, and to the North-east two smaller mountains. On the 25th, the ship stood in for shore. The journal then continues thus:—"As the land has not been known before to any European, we called it Anthony Van Diemen's Land, in honour of our high magistrate, the Governor General, who sent us out to make discoveries. The islands near us we named in honour of the Council of India, as you may see by the little map we made."

The voyagers did not land, but cruised along the shore. On the 28th, they approached three small islands, one of which "has the shape of a lion's head, and is about three miles from the mainland." Next day they intended to land, having found a good roadstead in a bay; but a storm arising, they had to make sail and stand out to sea. To this bay, Tasman gave the name of Storm Bay, and at this very anchorage Captain Furneaux stopped in 1773, when he called it Adventure Bay.

On the 2nd December, two armed boats, under charge of the first steersman, were sent ashore a mile to the North-west of where they lay, to look for "fresh water, refreshments, or any green things." They returned, bringing greens of the kind that grow at the Cape of Good Hope, and another kind like sea-parsley. The seamen heard voices, and a noise like a gong, but saw nobody; remarkably tall trees with steps cut in them, and traces of animals "with claws resembling those of tigers," were also remarked. No fish were taken except mussels. Many of the trees were marked with fire, and smoke observed rising in several places. On the day following, a standard was planted, and the territory taken possession of in the Prince's name. To this bay, Tasman gave the name of Fredrik Hendrik's Bay. He also marks the South Cape of Storm Bay with Tasman's Island to the South, and the larger island near it he named "Maria's Island," in honour, as he says, "of the excellent lady of the Governor General."

Around this name a romantic story has been entwined, and has been the cause of much discussion. Mr. Delmar Morgan, F.R.G.S., thus draws attention to the subject. "Another word, 'Maria,' which also occurs several times in connection with Tasman's pseudo-discoveries, is most likely of Spanish origin. Mr. Petherick, a good authority on the question of Australian discovery, says, speaking of Tasman and his compeers:—

"These Dutchmen were satisfied with drawing coast outlines and charts, naming the bays and islands, and formally taking possession." Dr. Ross, in his chronology of Van Diemen's Land (*Hobart Town Almanack*, page 84), after recording its discovery and naming by Tasman, adds:—"He also named Maria Island in memory of the Governor's daughter, to whom he was attached." Mr.

Petherick then quotes various writers who have in one way or another handed the story down ; among whom, Father Tenison Woods is the only one who asserts in a positive way that the story is *not true*. He says, correcting the error :— “ There is a romantic story of his having named the Maria Island after the daughter of Van Diemen, to whom he was engaged to be married. The story is simple and pretty, and can do no harm ; but it is not true.” Mr. Petherick’s last quotation but one shews how charmingly illogical women can be—and will be, sometimes—it is from Mrs. Meredith’s *Our Island Home*. She says :—“ In these days of disillusion, when the beloved beliefs of our childhood are ruthlessly toppled down around us by heartless and impertinent modern investigators ; when we are bidden to consider brave Robin Hood, gentle fair Rosamond, faithful Blondel, glorious King Arthur, and scores besides, as mere nursery myths ; it is highly probable, if not certain, that some officious expositor has demonstrated that there never was such a navigator as Tasman, such a Governor of Batavia as Anthony Van Diemen, nor such a Governor’s fair daughter as Maria, the beloved of Tasman. . . For me, I love beauty and brightness ; romance, as well as reality ; and when a charming old story unites the two, I shall cling to it, despite a world full of busy-body detractors. In Tasman’s old chart of the coast he has this island marked as ‘ Maria’s Eylandt,’ and so long as I live to look upon it, I shall cherish the remembrance of the simple old story thus narrated. The pleasing story of the discovery of Tasmania is almost too well known to require repetition. It runs briefly thus :—‘ Tasman, a young sailor with more wit than wealth, and more courage than rank, was rash enough to fall in love with Maria, the fair daughter of Anthony Van Diemen, the Governor of Batavia. Van Diemen discovered the secret of his passion, and in order to rid himself of so troublesome a suitor, despatched him as commander of an expedition to what was then denominated the “ Great Southern Sea.” His voyage proved extremely successful, and in the course of it he discovered Tasmania ; and to conciliate the father of his mistress, he called the island Van Diemen’s Land, while he gratified his love by naming several places after the lady herself. On his return, all obstacles were removed to their union, by his being rewarded by letters patent of nobility, and an income from the State. Few countries can boast so romantic an origin.’ ‘ But, alas !’ remarks Mr. Morgan, ‘ for the impertinence of modern investigation, and the prosaic brutality of hard facts ! Tasman was a married man, and father of a family, when he set sail on his first voyage to the South Seas in 1642, and Governor Van Diemen had no children.’”

For my own part, I confess the wording of Tasman’s journal conveyed to my mind that Maria’s Island was named after the Governor’s wife, she being referred to as “ the excellent lady of the honourable the Governor General.”

On the 5th December they quitted Van Diemen’s Land ; and, after sailing in various directions, on the 13th discovered a mountainous country in latitude 42° 10’ S. and longitude 178° 10’ E., which he named “ Staaten Land,” in honour of the States’ General of Holland. They cast anchor in the strait, between the Northern and middle island of New Zealand. Here they had a conflict with the natives. Seven canoes, full of warlike Maories, lay off the *Zeehaen*, and five surrounded the *Haemskirk*. The savages upset the boat of the *Zeehaen*, killing three seamen, and forcing others to swim for their lives. Being rather disheartened at this reception, and the weather being stormy, Tasman weighed

anchor and sailed Eastward, naming the place "Murderer's Bay." The event is thus described in Tasman's journal:—

"I sent my shallop with seven men to put the people of the *Heemskirk* upon their guard, and to direct them not to place any confidence in these people. My seven men, being without arms, were attacked by these savages, who killed three of the seven and forced the other four to swim for their lives, which occasioned my giving that place the name of the "Bay of Murderers." Our ship's company would undoubtedly have taken a severe revenge if the rough weather had not hindered them."

Space will not allow me to dwell further upon this memorable voyage, which was the precursor of another of even greater importance.

Tasman's methods were characteristically Dutch. For example, he traversed only a portion of the North-west coast of New Zealand, and left without ascertaining whether it was an island, islands, or a continent that he had discovered. He reached Batavia, after a ten months' cruise, on the 15th June, 1643. On this trip he does not appear to have gone near the North-west of Australia; but in the next year, as we shall see, he set out for that express purpose.

TASMAN'S SECOND VOYAGE.

In 1644, a second expedition was fitted out, under the same commander. This time he was to be furnished with three yachts—*Limmen*, *Zeemeuw*, and *Brak*—well armed and equipped in all respects. His instructions were clearly laid down in the *Book of Despatches* already referred to. He was to proceed to Amboyna and Banda, and thence to the South coast of New Guinea; and "after quitting False Cape, you are to continue Eastward along the coast to 9° South latitude, crossing prudently the cove at that place; looking about the high islands or Speults River with the yachts for a harbour, despatching the tender *Brak* for two or three days into the cove, in order to discover whether, within the great inlet, there be not found an entrance into the South Sea." Thus ran his instructions, thereafter telling him to coast along New Guinea to the farthest known spot in 17° South latitude, and to follow the coast, *despite adverse winds*,* in order that his Dutch masters might be sure "whether this land is divided from the great known South Continent or not." *This latter point he did not determine*, although he generally fulfilled his mission with the highest honour and credit, bringing back much valuable information, charts, plans, drawings, and journals; which, alas! have never seen the light of day since they fell into the clutches of the Dutch East India Company, who certainly concealed, and perhaps destroyed them.

Returning to Tasman's instructions; the Council then proceed to express their belief that no opening will be found between New Guinea and New Holland, and add, that should Tasman find this so, he is to run down the North coast to South latitude 22°, proceed to Houtman's Abrolhos, and endeavour to fish up a chest of rix-dollars lost in the *Batavia's* wreck, doubtless a harrowing recollection for the miserly Dutchmen. After attending to the dollars, he was to look out for Pelsart's two marooned mutineers, as already referred to. If the weather did not permit him to go to Houtman's Abrolhos, he was to complete

* This shows what amazing confidence his masters reposed in Tasman. I think he might have been excused if he failed to carry out their modest commands.



the coast exploration of Arnheim and Van Diemen's Lands, and return by Java and the Straits of Sunda.

No thirst for knowledge pure and simple; no ambition for fame or glory; no love of discovery for its own sake animated the Dutch East India Company. A narrow spirit of commerce and grasping avarice seems to have dominated the souls of the Hollanders.

Tasman was to be exact in taking formal possession of every place for the Company, or for Holland, "To prevent any other nation in Europe reaping the fruits of our labour and expenses in these discoveries." And, therefore, he was directed to put up signs of having taken such possession, by erecting stones or posts, planting European trees, or putting the arms of the Netherlands, and those of the Company, with the date of discovery, on such stones, posts, or rocks. If he found people with whom he could trade he was to show them the goods with which he was furnished, noting their preferences and requirements. Above all, he was to make special enquiries after gold, silver, and precious metals, and "to keep the inhabitants ignorant of the precious value of the metals, not seeming greedy after them. If they offer to barter for your goods," the narrative runs, "seem not to covet these metals; but show them copper, tutenag (zinc), pewter, and lead, as if they were of more value to us." Then, if the natives were capable of understanding so much, he was to enter into treaties with them, preserving a monopoly of their trading for the Dutch nation.

From these, and other indications of the intensely mercantile spirit in which the Dutch nation entered upon their expeditions of discovery, it will readily be seen the difficulties which they were desirous of placing in the path of possible rivals. Moreover, their reticence, and concealment of documents, present serious obstacles in the way of modern investigators.

Burgomaster Witsen, in his treatise on the migrations of mankind, published in 1705, gives some account of the inhabitants of New Guinea and New Holland. He mentioned the name of Tasman as his authority. From this it would appear that narratives of these voyages were accessible to Dutchmen sixty years after they took place; at which period Tasman had, doubtless, paid the debt of nature. The only portion of this journal, as quoted by Witsen, has been thus translated by Mr. Dalrymple, in his work on *Papua*:—"In latitude 13° 8' South, longitude 146° 18' the coast is barren. The people are bad and wicked, shooting at the Dutch with arrows, without provocation, when they were coming on shore. It is here very populous.

"In 14° 58' South, longitude 138° 59' the people are savage, and go naked; none can understand them. In 16° 10' South, the people swam on board of a Dutch ship; and when they received a piece of linen, they laid it upon the head in token of gratitude. Everywhere about, all the people are malicious. They use bows and arrows of such length that one end rests on the ground when shooting. They also have hazegays and kalawayes, and attacked the Dutch, but did not know the execution of the guns.

"In *Hollandia Nova*, in 17° 12' South, longitude 121°, or 122° East, I found naked black people with curly hair, malicious and cruel, using for arms bows and arrows, hazegays and kalawayes. They once came, to the number of fifty, double armed, dividing themselves into two parties, intending to have surprised the Dutch, who had landed 25 men; but the firing of the guns frightened them so much that they took to flight. Their canoes are made of

the bark of trees; their coast is dangerous; there is but little vegetation; the people have no houses.

"In 19° 35' South, longitude 134°, the inhabitants are very numerous, and threw stones at the boats sent by the Dutch to the shore. They made fires and smoke all along the coast, which, it was conjectured, they did to give notice to their neighbours of strangers being upon their coasts. They appear to live very poorly, go naked, eat yams and other roots."

This account coincides with the reports of other voyagers regarding the natives of these parts, except *in their being very numerous, and using bows and arrows*. It has been suggested that the description applies more fully to the inhabitants of New Guinea, and that the natives seen at this time had crossed from that island to Australia. It is possible, however, that Tasman exaggerated their numbers, and mistook the Aboriginal spears and throwing sticks, for bows and arrows of great length.

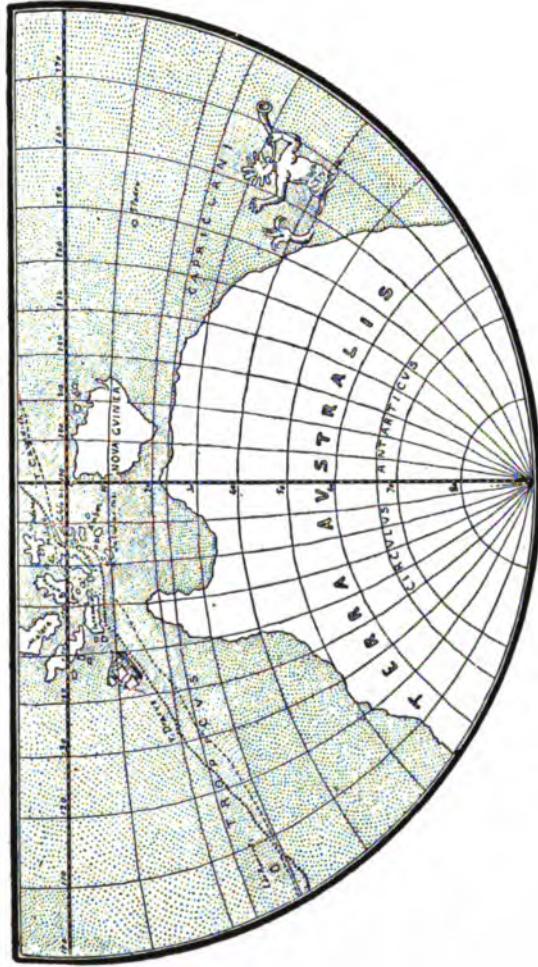
Mr. Van Wyk Roelandszoon writes a letter, dated 26th July, 1825, to the editor of the *Nouvelles Annales des Voyages*, and states that many investigators of the highest standing have for years made fruitless searches for the original papers of Tasman.

One Dutchman, of great ability, made a special voyage to Batavia, with that single object in view, but died shortly after landing there. Van Wyk Roelandszoon goes on to say:—"We still live in hope of receiving some of these documents." Mr. Major likewise made strenuous efforts, and repeated enquiries, with a similar lack of success. He consoles himself for the non-appearance of any detailed account of this most important voyage, by the fact that on several maps which appeared soon after, the outline of the coast, visited by Tasman, are clearly laid down.

TASMAN'S MAP.

I have given a reproduction, on reduced scale, of what is designated "A complete map of the Southern Continent, surveyed by Captain Abel Tasman, and depicted by order of the East India Company in Holland, in the Stadt House, at Amsterdam."

The Western portion is inscribed: "Hollandia Nova, discovered 1644." On the North right-hand corner are the following words:—"This map is very exactly copied from the original, and, therefore, the Dutch names have been preferred; and if, hereafter, any discoveries should be attempted, all the places mentioned may readily be found in the Dutch chart, which must be procured for such a voyage. The reader is desired to observe that nothing is marked here but what has been actually discovered, which is the reason of the white space between New Holland and New Zealand; and again between New Zealand and New Guinea, which make the South and East sides of Terra Australis. It is also requisite to observe that the country discovered by Ferdinand de Quiros is, according to his description, on the East side of the Continent, directly opposite to Carpentaria; which, if attentively considered, will add no small weight to the credit of what he has written about that country, and which has been very rashly, as well as very unjustly treated by some critical writers as a fiction; whereas it appears from the map of actual discoveries that there is a country where Ferdinand de Quiros says he found one. And, if so, why may not that country be such an one as he describes? In Tasman's voyage we have shown why he did not make this matter more plain."



PART OF MAP SHOWING DRAKE AND CAVENDISH'S TRACK.





Then, on the Southern half of Terra Australis, these words occur :—" It is impossible to conceive a country that promises fairer from its situation than the Terra Australis—no longer *incognita*, as the map demonstrates, but the Southern Continent discovered.

" It lies precisely in the richest climates of the world. If the islands of Sumatra, Java, and Borneo abound in precious stones and other valuable commodities, and the Moluccas in spices; New Guinea, and the region behind it, must, by a parity of reasoning, be as plentifully endowed by nature; if the island of Madagascar is so noble and plentiful a country as all authors speak of it, and gold, ivory, and other commodities are common in the Southern part of Africa, from Melinda down to the Cape of Good Hope, and so up again to Cape Gonzalez, here are the same latitudes in Carpentaria, New Holland, and New Zealand; if Peru overflows with silver, if all the mountains of Chili are filled with gold, and this precious metal, and stones much more precious, are the product of Brazil, this continent enjoys the benefit of the same position; and, therefore, whoever perfectly discovers and settles it will become as infallibly possessed of territories as rich, as fruitful, and as capable of improvement as any that have been hitherto found, either in the East India or in the West."

These self-explanatory and highly congratulatory remarks show what the Dutch thought of their new acquisition, now for the first time called New Holland; and that, while they are disposed to admit some remote Spanish pretensions, they take to themselves the main credit of the discovery.

THÉVENOT, ON THE DUTCH.

Regarding this period, remarks Thévenot: " The Dutch pretend to have a right to the Southern Land, which they have discovered. . . . They maintain that these coasts were never known by the Portuguese or other nations of Europe. . . . It is to be noticed that all this extent of country falls within the line of demarcation of the Dutch *East* India Company (if we are to believe their maps), and that this motive of interest has, perhaps, made them give a false position to New Zealand, lest it should fall within the line of demarcation of the Dutch *West* India Company; for these two companies are as jealous of each other as they are of the other nations of Europe. . . . It is to be observed, that although the Portuguese possess many places in the Indies, they are extremely weak, by reason that their enemies are masters of these seas, and of the traffic which they themselves formerly possessed."

Here, then, we have a Frenchman denying the Dutch claims as discoverers, and supporting those of the Portuguese. Strange to say, however, he makes no claim whatever on behalf of his own nation, in spite of French MS. maps, and the reputed voyages of De Gonneville and Parmentier—though, regarding the latter navigator, Australian claims are put forward.

Although Tasman failed to perform that portion of his duty which involved the exploration of the Torres Straits, so that the Company " might be sure whether the land is divided from the Great South Land or not," he fulfilled his mission in other respects with conspicuous ability and success. The Great South Land was henceforth known as New Holland; and in spite of the neglect of his ungrateful countrymen, the name of Abel Tasman has gone, and will go, down to posterity as a great discoverer, and one of the ablest seamen that Holland has ever produced.

Dampier, in his volume of voyages, mentions his possessing a chart of

Tasman's; and an outline copy of the same was inlaid on the floor of the Groote Zaal in the Stadhuis at Amsterdam.

NAMES GIVEN BY TASMAN.

Many of the names still retained in the neighbourhood of the Gulf of Carpentaria are indicative of Tasman's exploration. For example, we have Vanderlin Island, after Cornelis Van der Lyn; Sweers' Island, after Salamon Sweers; Maria Island, after his *supposed* sweetheart (but more likely after the lady who would have been her mother—if she had ever existed—Maria Van Diemen, the childless wife of the Governor of Batavia!); and Limmen Bight, after his ship the *Limmen*.

Mr. R. H. Major observes, in his *Early Voyages*: "From the voyage of Tasman to the close of the seventeenth century, it is probable that a considerable number of voyages were made to the West coast of New Holland, of which no account has ever been printed." This may readily be accepted as true; and indeed, judging from the narrow-mindedness, jealousy, and greed of the Dutch East India Company, it is a marvel we have even so much information. The same writer, through the assistance of an Amsterdam bookseller—Mr. Frederick Muller—has procured some rare documents from the Hague referring to some of these suppressed expeditions.

WRECK OF THE *DE VERGULDE DRAECK*.

The earliest of these voyages is given in an account of the wreck of the *De Vergulde Draeck*, and the search for survivors undertaken by ships both from Batavia and from the Cape of Good Hope. The lost vessel set sail from the Texel in 1655, and was wrecked on a reef on the West coast of Australia. From Batavia were despatched the *Witte Vaalk* and the *Goede Hoop*, to render assistance and save specie and merchandise. Meeting with no success, the *Vinck* was sent out to New Holland in 1657.

THE *WAECKENDE BOEY* AND THE *EMELOORT*.

Then followed, by order of the Company, two galliots, the *Waeckende Boey* and the *Emeloort*, on 1st January, 1658. These vessels returned to Batavia the same year, not having succeeded in rescuing anyone or anything, but bringing a description of the West coast of the Great South Land by the captain of the *Waeckende Boey*, together with charts of the coast.

VLAMING'S VOYAGE.

The rocky shores of New Holland were naturally dreaded by Dutch mariners, by reason of the many shipwrecks which had occurred; and, finally, we read of Wilhelm de Vlaming, in 1696, being ordered to search for the survivors of the ship *Ridderschap van Holland*, which had been missing ten years, having left the Cape of Good Hope in 1684 or 1685. This commodore commanded the *Geelvink*, *Nyptang*, and *Wezel*, on a voyage to India; and after a fruitless search for the wreck, made two other important discoveries. The first was Dirck Hartog's inscriptions of 1616, which I have already referred to; and second, the discovery of the Black Swan River, from whence two black swans were taken alive to Batavia. De Vlaming's observations

were made from Rottenest Island to Willem's River, and he remained on this coast about three months.

PLAN OF THE ROTTENEST ISLAND.

A reproduction of an old plan of Black Swan River and Rottenest Island, by Van Keulan, is here given. It must have been published about this period, and it will be observed that the black swans are very strongly emphasized, and made to appear as large as elephants. The climate of Batavia, we learn, did not agree with these unfortunate birds, for they died soon after their arrival.

CRAWFORD PAKO (?).

Between the years 1720 and 1730, several Dutch vessels were lost on Houtman's Abrolhos, when journeying to or from the East Indies. Amongst these were the *Zuysdorp*, in 1711; and the *Zeewyk*, in 1727. In 1840, an English commander, whose name is given as Crawford Pako* (the surname evidently a mis-spelling), found here various remains of shipwreck, viz. :—A brass gun, Dutch bottles, large buckles, and copper coins dated between 1620 and 1700.

LAST DUTCH EXPEDITION.

On the 23rd January, 1705, was despatched what was probably the last expedition for discovery on the North-west and Western coasts of New Holland, sent out by the Dutch, to which I will refer shortly, before proceeding to the explorations of Dampier, who had visited New Holland before this date. From the imperfect account which has been preserved, we learn that three ships were appointed for the expedition—the *Vossenbach*, the *Wager*, and the *Nova Hollandia*. On the 2nd of April they reached the North-west corner of Northern Van Diemen's Land. They explored bays, headlands, islands, rivers, &c.; but being ill-supplied with victuals, many of their number fell sick and died. They then put back to Batavia, and lost many men on the return voyage, including the skipper of the *Vossenbach*.

MARTIN VAN DELFT'S DISCOVERY.

One Martin Van Delft then became captain of the ship, and his name, together with that of the skipper of the *Nova Hollandia*—Peter Frederick—are the only names given. Seeing so many islands, they came to the conclusion "that the South Land consisted in a great measure of islands;" and not having reached the end of Cambridge Gulf, they concluded that it probably went "right through to the South side of New Holland." This, if true, would just about slice off Western Australia from the mainland. Lastly, they declare they saw a "tiger," which speaks well for their imaginative powers. It is, indeed, a remarkable fact that the only animal of a ferocious nature in Australia is *man*.

ROGGEWEIN'S EXPEDITION.

Nothing further is contributed by the Hollander to the history of Australian discovery, although, in 1721, an enterprise was set on foot by the Dutch West

* Possibly Parker is the correct name.

India Company to found a colony in Nuyt's Land. One Roggewein sailed with a squadron of three ships, was out ten months, and never found New Holland at all. He came across some islands in searching for New Guinea, which he named Bowman's Islands, and eventually the ships were seized at Batavia by the East India Company. This act, however, was reversed by the States' General, and the arbitrary power of this corporation was checked by the infliction of very heavy damages. The Dutchman now passes from early Australian history, giving place to the nation which made her what she now is.



11



SOME RARE MAPS ILLUSTRATIVE OF PROGRESSIVE CARTOGRAPHY DURING THE XVI. & XVII. CENTURIES.

BEFORE passing on to English discoveries, which form the next subject for consideration, I wish to draw attention to a series of rare maps, which I reproduce in their chronological order. I introduce them in this place because the majority of them are Dutch, and the whole collection emanate from an Amsterdam firm—Frederick Muller and Co.

GASTALDI'S (?) MAP OF THE WORLD, VENICE, FRANCIZINI, 1554.

The late Mr. C. H. Coote—Department of Printed Books, Geographical Section, British Museum—edited a series of remarkable maps of the 16th and 17th centuries; and from these I have made a selection, for the most part choosing those which give indications of Terra Australis. In his valuable notes, Mr. Coote tells us that in August, 1892, under the guidance of Mr. C. M. Dozy, Archivist of the town of Leyden, he had the opportunity of making a cursory examination of the valuable Bodel-Nyenhuis collection of maps, which are preserved in the Library of Leyden University, under the care of the chief librarian, Dr. W. N. du Rieu.

The first of these rare and valuable geographical monuments, which I reproduce here, is a map of the world in four sheets, in two hemispheres, on what is now known as the homalographic projection. This map has been ascribed to Giacomo Battista Gastaldi. Mr. Coote is of opinion, however, that it is improbable that Gastaldi was the designer, because the cartographer's large universal maps were always made on the Miptical projection, afterwards imitated by Abe Ortelius, in his *Theatrum orbis terrarum*, 1570. Moreover, Gastaldi, in his treatment of the North American Continent, invariably followed the example set by Oronce Finé (Orontius Finaeus), the French cartographer, in his double cordiform map of 1531, already referred to, in joining this continent with the mainland of Asia. This system was adopted by Venetian cartographers generally until about 1566. The map under discussion, on the contrary, separates the North American Continent from

Asia by a broad strait, afterwards known as the Strait of Anian. It is certain, according to the same authority, that the designer of this map followed the example of contemporary Spanish and Venetian maps; for example, those used by Diego Homen, in 1558; and Diego Gutierrez, in 1562.* The author of the map in question was probably also guided by the Battista Agnese Portulani (1543-1553).

This, we are reminded, is confirmed by the Serpentine course of the Amazonas River, bearing the name reported by Orellana, in his voyage down the stream in 1540, or delineated on the Homem and Gutierrez maps, and also on the one we are now describing, where the great Antarctic Continent is represented as extending through both hemispheres, with the legends *Terra Australis adhuc inexplorata*, and the perplexing inscription *Regio Patalis*.

Julius de Musis, the engraver, was probably descended from Agostino de Musi, a well-known artist, born at Venice in 1490, and who died at Rome in 1540. Mich. Tramezini was clearly not the designer. He was a well-known print dealer and bookseller, who flourished at Venice in 1554. Hence, the privilege accorded to him by the Senate for the sale of this now very rare map.

Round the margin of sheets A and C appear the words: "CUM. PRIVILEGIO. SUMMI. PONT. ET. SENAT. VENET. MICHAELIS. TRAMIZINI FORMIS. M. D. LIIII." On the Southern margin of sheets B and D the name of the engraver is thus recognised: JULIUS. DE. MUSIS. VENET. IN AEIS INCIDIT. M. D. LIIII.

In the two last-named sheets it will be observed that the cartographer has given his imagination full freedom. Mr. Coote suggests that the delineation of this enormous Southern Continent is derived from the description of a vast tract of land mentioned in Vespucci's last voyage, and translated by Ramusio in *Delle Navigazione et Viaggi*, 1554, vol. i., p. 144, &c.

Besides the example in the Leyden University, there are two other copies of this map extant, one in the Library of the Royal Archives, Turin, and another in the British Museum, Royal Library. (K. IV. 2).

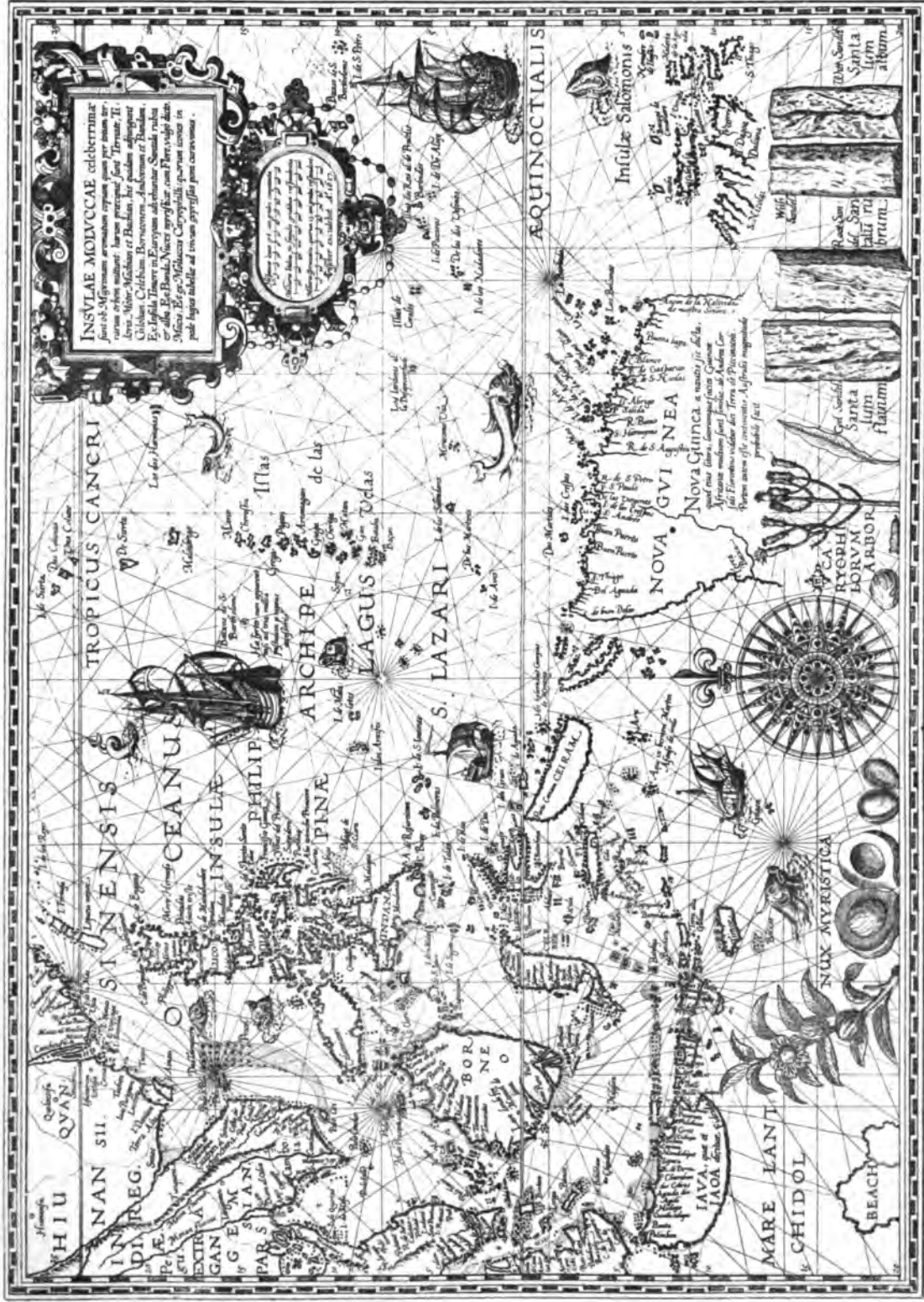
MAP OF THE WORLD, 1571. BENITO ARIAS MONTANO.

To continue our selection of rare maps, reproduced in their original size, and published in 1895, by Frederick Muller and Co., of Amsterdam, I here again quote from Mr. C. H. Coote. Referring to the early cartography of Australia, he says: "It may be divided into two periods; first, the mythical period, beginning with Gerard Mercator's 1541 globe, and thence transmitted by Ortelius and the younger Mercator to Luischoten ad Plaucius, and finally terminating in the Mercator-Hondius atlas in Latin of 1630.

"The second, or true Dutch period, properly begins about 1627, and terminates with Thévenot's map of 1663."

It is to be hoped, the same writer continues, that a comparative study of these facsimiles—the originals of which are to be found in the great public libraries of England and Holland—and these only by experts—will serve not only to illustrate the evolution of the Australian coast lines down to the middle of the 17th century, but will also lead to a higher appreciation of these

* These maps are well known to be derivations from the two well-known Sevilleian maps of Diego Ribero, of 1527-29.



Map of the Molucca Islands by N. J. Visscher, 1617.



old documents than has hitherto been manifest in the history of the cartography of Australia.

The next map of this interesting series, "Orbis tabula Ben. Aria. Montano auctore," to which I would draw attention, is prominent in the history of early Australian cartography, chiefly owing to the labours of the late eminent Mr. R. H. Major, who refers to it both in his *Early Voyages to Australia*,* and in his *Prince Henry the Navigator*, London, 1868.† He writes: "The earliest engraved indication of Australia is the more striking that it stands unconnected with any land whatever, and bears no kind of description. It is simply a curved line indicating the North part of an unexplored land, exactly in the position of North Australia."

It is certainly extremely difficult to surmise how the cartographer contrived to hit upon such accuracy of locality. Possibly chance led him to place this segment in its correct latitude and longitude, and it should be observed that he omits the usual inaccurate representations so generally adopted by cartographers of his time. The map is to be found, with an accompanying text, in the *Polyglot Bible*, edited by Montanus, tom 8. Chr. Plantin Antverpiae, 1572, fol., the greater portion of the impression of which Bible was lost at sea.

MAP OF THE WORLD, ENGRAVED BY BENJAMIN WRIGHT, 1599, 1600.

This exceedingly rare map exhibits the voyage to and from the Dutch East Indies, by eight ships, under the command of J. C. Van Neck, 1598-1600. It is profusely embellished with representations of soldiers, female figures, &c., in its upper portion; while a huge elephant appears in the centre of the Australian portion, which extends indefinitely to the Westward, and contains a procession of soldiers preceding a chief, or king. It will be noted that the graduation for longitude is omitted. We are reminded by the last-named author that the said Benjamin Wright also executed some of the plates for J. T. Pontanus' *Rerum et urbis Amstelodamensium historia*, 1611.

P. A. Tiele thought that this writer was related to Edward Wright, the English mathematician. This is not improbable, as he is now known to have engraved a still rarer map of the world for J. Blaggrave's *Astrolabium vranicum generale*, London, 1596, and there signs himself Benjamin Wright Anglus Londiniensis. The portion of the Van Neck chart, relating to the Dutch East Indies, is largely based on the maps by Linschoten; while the Terra Australis portion is borrowed from Mercator's large map of 1569.

MAP OF THE MOLUCCA ISLANDS, BY N. J. VISSCHER, 1617.

This fine map is copiously ornamented with ships, fish, and monsters of terrible appearance. There are also depicted nuts and plants of various kinds, and four huge blocks of sandal wood occupy a very prominent place among the illustrations. Its Western half is thought to be borrowed from Linschoten. The only indication of Terra Australis on this map is the mysterious word BEACH, which appears on a tract of land in the South-west corner. The origin of this word is discussed elsewhere. The legends are all written in Latin, and it is interesting to observe the huge nuts depicted in the foreground,

* Hakluyt Society, 1859, p. 65.

† London, 1868, p. 441.

labelled in large capitals, NUX MYRISTICA. They are accurate reproductions of that important and familiar fruit—the nutmeg.

CHART BY ARENT MARTENESZ DE LEEUW, *circ.* 1624.

This chart is reproduced from the original in MS., drawn by Arent Martenez de Leeuw, who was chief pilot of the expedition commanded by John Martenez de Leeuw, their destination being New Guinea and the Gulf of Carpentaria. The two ships, *Arnheim* and *Pera*, sailed from Holland in 1623. The original of this chart, which has been, among a few others, a valuable guide to the Dutch cartographers during the latter half of the 17th century, is preserved in the Rijks-Archief at The Hague.

CHART BY H. GERRITSZ, 1627.

This chart bears the legend in Dutch :—

“Caert van't Landt van Eendracht uyt de Iournalen ende afteykeningen der Stierluyden t' fa mengefteit.

A° 1627

By Hessel Gerritsz

Met Octroy vande

H.M.H. de Staten General der
vereenighde Nederlanden.”

It is specially remarkable as being the *earliest known engraved representation of the shores of WESTERN AUSTRALIA.*

An extra interest is derived from the fact that in the South-west corner appears the following inscription :—

“Hier ist Engels Ship de Trial vergaen in Junius A° 1622.” This perpetuation of the scene of the wreck of a British ship on a bare chart, containing only half-a-dozen legends, would entitle it to a place in any volume dealing with maps or charts; but, as I have already stated, this is the earliest known engraved representation of the shores of Western Australia, and, moreover, records the visit of Dirck Hartog, in the ship *Eendracht*, in October, 1616.

The chart is reproduced from the only example known to us, preserved in the Rijks-Archief at The Hague.

MAP OF THE WORLD, HENR. HONDIUS, 1630.

This fairly-executed map is enriched by a magnificent border, containing medallion portraits of Julius Cæsar, Claudius Ptolemæus, Gerardus Mercator, and Hondius. Fire, air, water, and land are also allegorically depicted, in bold, artistic fashion.

It is thought to be the earliest effort to depict, in popular form, the early discoveries in the Gulf of Carpentaria, and that it is the first departure from the mythical geography of Australia, which prevailed among Dutch and Flemish geographers, from Mercator, in 1541 to 1569; and in all the editions of Mercator's atlas, down to 1630; Ortelius, 1570; and Linschoten, 1596.

The geography of the map, the discoveries of William Janz, in the jagt *Duyfken*, on the South-west coast of New Guinea, 1605, 1606; and those of John Martenz de Leeuw, in the ships *Arnheim* and *Pera*, in 1623. Here, again, the mythical words, “Beach prov,” appear on the Northern corner of Australia.



MAP OF THE WORLD, BY PHILIP ECKEBRECHT, 1630.

This rare map was executed by Philip Eckebrecht, a native of Nuremberg, who was born on the 11th of February, 1594; and died 5th March, 1667. As indicated by a scroll in the right-hand corner, it was drawn at the request of the designer's friend, John Keppler.

It is drawn on a background, representing an immense black, two-headed, crowned eagle, bearing in its beaks wreathed medallions, and in its claws the sceptre and ball. The map derives special interest from the fact that it clearly indicates the coast of Western Australia, giving the names of Eendracht, Dirck Hartog, Houtman, and others.

Regarding this singular and little-known chart, Mr. Anton Meneing, of Amsterdam, writes as follows: "Cette carte est une des plus remarquables de celles qui donnent les premières traces des côtes de l'Australie. Elle est la première qui représente la côte occidentale telle qu'elle était découverte jusqu'à l'expédition de Tasman, c'est à dire jusqu'à la partie située entre le Cap Leeuwin et Albany."

This expression of opinion was made to Mr. Coote, who adds: "It is certainly surprising how Eckebrecht acquired the knowledge of the cartography of these Western shores, which does not usually figure on Dutch maps until twelve or fourteen years later. The geography of Baffin's Bay is also earlier than that of Luke Fox by five years.

MAP OF THE WORLD, BY NICHOLAS JOHN VISSCHER, 1639.

This map, designed at Amsterdam by Nicholas John Visscher in 1639, was engraved by Pieter Goos. It contains hardly any addition to the map of Henri Hondius, already described. In fact, the only addition is the introduction of St. Paul's Island, in the Indian Ocean, and instead of the words, "Beach prov.," as in the chart of Hondius, we have the legend, "Beach Provincia aurifera," inscribed across the Northern portion of Australia.

Probably, the most interesting features of this map lie outside the geographical section. For example, it contains the Arctic and Antarctic Celestial Hemispheres, with an inscription on the former, to the following effect:

"Signa Coeli Poli Arctici delineata juxta observationem accuratum Tichonis Brahe." The legend appertaining to the latter is in closer connection with the subject of Australian cartography. It runs thus: *"Signa Coeli Poli Antarcticici delineata juxta observationem accuratum Tichonis Brahe et Frederici Houtmanni."*

The latter is, of course, Frederick Houtman, after whom the Abrolhos—shoals off the West coast of Australia—were named.

The border of the map is a veritable panorama. Fire, air, land, and water are represented. Regarding the order in which these elements are almost always placed, I venture to suggest that the two former were considered to belong to a higher sphere, that of the thunder and lightning, and the winds unconquerable by man. Earth and water had, in a measure, been made subservient to his needs. Of course, this is only viewing "fire" as the fires of heaven. Spring, Summer, Autumn, and Winter are depicted; while, in varied costume, are male and female figures of many nations—Spain, France, Italy, Germany, England, Belgium, Greenland, China, Java, Peru, being represented.

MAP OF INDIA AND THE EAST INDIES, WILLEM & JANZ BLAEU, 1640.

This map, which is first known to us in Blaeu's "Le Theatre du Monde, ou Nouvel Atlas, 1640, folio," is dedicated to "that noble strong man and heroic knight, D. Laurentio Real." It shows a decided advance in the progress of Australian cartography. For the first time in atlases appears the d'Eendracht discovery of 1616; Willem's River, 1618; and De Witt's Land, 1628.

This map was pirated by Hondius and Jansson; but the copy was feeble, and omits Willem's River. The chart under discussion, also contains the *Duyfken* geography of 1605-6; that of Schouten and le Maire, of New Guinea, 1616; and that of Jan Martensz de Leeuw, of 1623.

MAP OF THE SOUTH POLE, BY HENRICUS HONDIUS, 1642.

This map finds a place in "Le Theatre du Monde, ou Nouvel Atlas," of Willem Janz Blaeu. Surrounding it, are four representations of different savage Antarctic nations, the majority in a nude condition, which testifies to their extraordinary powers of endurance.

This is one of the earliest charts showing the discoveries of P. Nuyt's, in 1627. It omits, however, those of Martensz de Leeuw, in 1623. There is a vacant ornamental cartouche, which looks like a space to let for advertisements.

GORES OF THE AUSTRALASIAN PORTION OF BLAEU'S GLOBE, 1647-56.

At present, there are only two examples known to be extant of this rare globe. One is in the Library of the Trinity House, London; and the other, the gores only of which are preserved, in the Map-room of the British Museum. When mounted, they originally formed a globe, 27 inches in diameter. The facsimiles, herewith produced, represent the Australasian section of these segments. They are of extreme interest, as showing a notable advance in Australian cartography, and were exhibited at the British Museum, for the Geographical Congress Exhibition of 1895.

MARITIME CHART OF THE EAST INDIES, BY ARNOLD COLOM, OF AMSTERDAM, 1650-55.

This maritime chart, which is hidden away in the Zee atlas of the Water Wereldt, is the second earliest chart which lays down all that was known of New Holland, previous to the expeditions of Tasman, 1642-44. How clearly this series of maps shows that Australia grew from the West; so that, in one sense, Western Australia may be regarded, if not the parent colony, certainly the patriarch.

MAP OF THE WORLD, BY N. J. VISSCHER (THE YOUNGER), 1657.

This map, executed by Nicholas John Visscher (the younger), of Amsterdam, has, in common with that of N. J. Visscher (the elder), of 1639, a representation of the Arctic and Antarctic Celestial Hemispheres, but on a much smaller scale. It is surrounded with allegorical representations of Europe, Asia, Africa, and America. The two former are somewhat appropriate and comprehensible; but America, as a naked warrior wearing a helmet, riding on an enormous armadillo, is difficult to understand. The difficulty is not removed by the presence of an

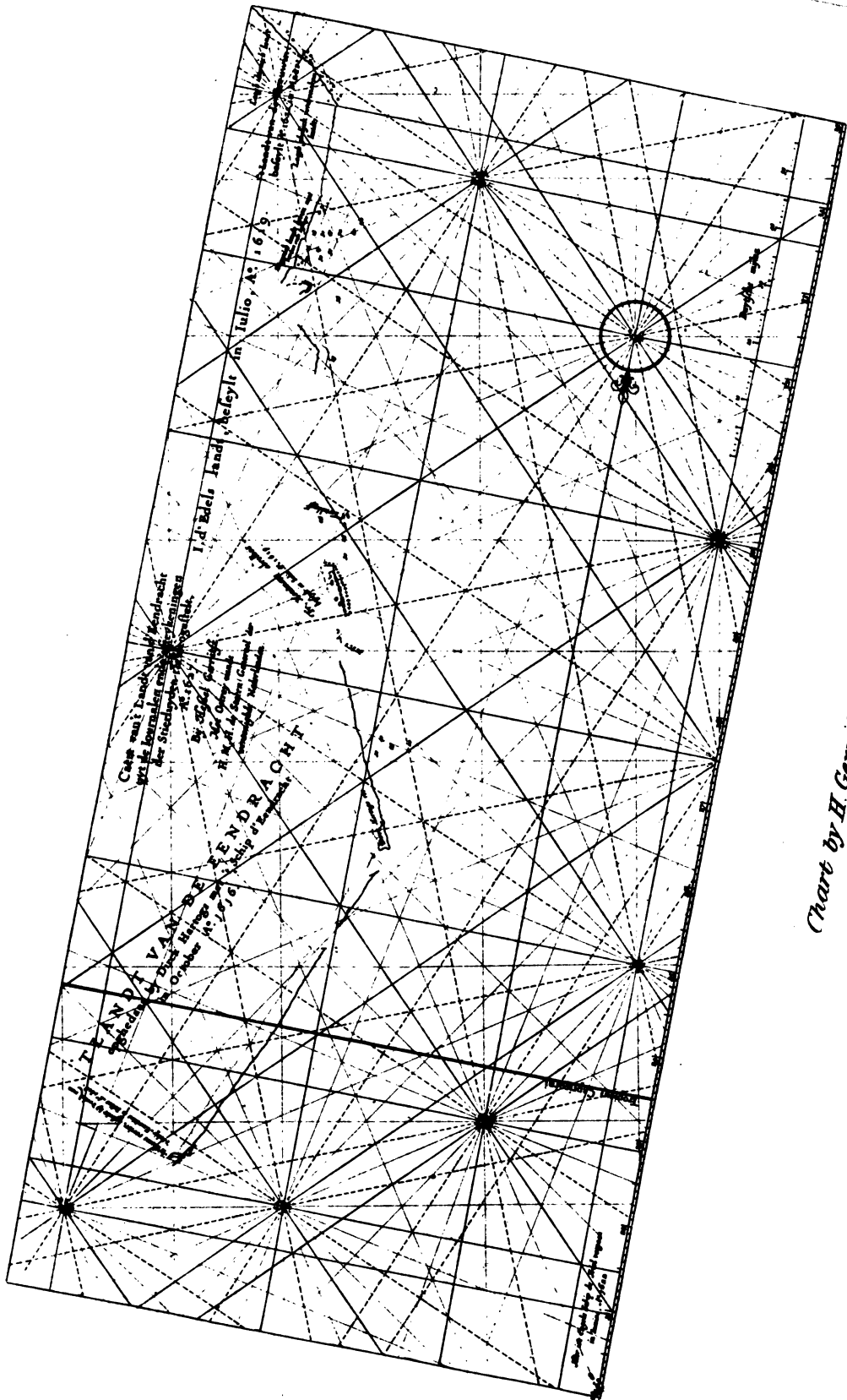


Chart by H. Gerritsz, 1627.

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absolutely nude white couple with a baby, three sheep with immense tails, a canoe vomiting volumes of black smoke; and, strangest of all, the three crosses of Calvary in the background. Africa is depicted as a nude lady riding on a crocodile, with a few amiable-looking leopards in the background.

The chief value of this map consists in the fact that, in addition to the discoveries anterior to Tasman, it also records some of the results of that navigator's first voyage in 1642. A portion of Van Diemen's Land (now known as Tasmania) is depicted, but New Zealand finds no place in the map.

A well-known authority suggests that the omission of the latter country is not due so much to a want of knowledge of its discovery and location, as to a reluctance to interfere with the legend on the map, relating to Christopher Columbus; the first three lines of which occupy the geographical position of New Zealand.

Tasman's first voyage was, undoubtedly, well known to every educated Hollander several years before this period, as is amply proved by Blaeu's large globe.

MAP OF THE EAST INDIES, BY N. J. VISSCHER (THE YOUNGER), 1657-58.

This remarkable map appears in J. Jansson's *NOVUS ATLAS DAS IST WELT BESCHREIBUNG*, 5th vol. *CROSSE ATLAS* (8th part), *WASSERWELT*, Amsterdam, 1657, 58, folio. Comparing it with previous maps, it is an object lesson in the evolution of the coast lines of Western New Guinea and North Australia, as popularly set forth in Holland, from 1633 to 1658. Mr. C. H. Coote is of opinion that the principal object of its production was to draw attention to Tasman's discoveries of 1644, in the Gulf of Carpentaria and the adjacent coast. The same writer goes on to say: "The remarkable feature of note in this map is its almost unique duplication of the well-known geographical name of *Keerweer*, so intimately associated with early Dutch discoveries in these regions. In Tasman's Instructions for his second voyage of 1643-45, we learn that *Keerweer* was a place so named in a previous voyage made by the *Duyfken*, in 1606, and that the ship reached 13 $\frac{1}{2}$ South latitude. In the chart of Tasman's two voyages, as facsimiled by J. Swart, for the publication of Tasman's journal of 1642, *Keerweer* is thus placed in the Gulf of Carpentaria, in the latitude indicated in the Instruction. The original MS. chart, now in private hands, in Paris, was originally compiled under Tasman's direction, by his chief pilot, Frans Jacobsz Visscher. In another, and perhaps an earlier chart, by the same pilot, copied some years later, by Captain Thomas Bowery, probably at Bantam, in Java, somewhere midway between 1669-88, *Keerweer* is not shown, either in the Gulf of Carpentaria, or elsewhere. The position of this place on the Visscher-Tasman chart, as reproduced with Swart, is in direct conflict with all the maps and charts of any importance, showing the ante-Tasmanian geography of North Australia.

The earliest of these, showing the voyage of J. Martensz de Leeuw, in 1623, locates *Keerweer* on the South coast of Western New Guinea, in 7° S. latitude, and not in the Gulf of Carpentaria. In his journal, he informs us that he discovered it in about the same latitude, that is, 50 miles South-east from the islands of Aru. Thus the map under discussion is evidently an attempt to place upon record the conflicting claims of the false and true *Keerweers*.

MAP OF THE SOUTH POLE, BY HENRICUS HONDIUS, circ. 1656-7.

This is a re-issue of a map by the same geographer, dated 1642, and appears in J. Jansson's *Atlantis Majoris 5^{em} partem. . . Orbis Maritimum*, Amsterdam, 1658-59.

It has the merit of not only recording Tasman's discoveries, during his first voyage, of 1642, in Van Diemen's Land and New Zealand, but also contains a legend referring to his second voyage, as follows: "Nova Hollandia detect. Anno 1644." No effort is made, however, to delineate the coast of North Australia.

MAP OF THE WORLD, BY FREDERICK DE WIT, 1660.

A fine map, bearing the legend, "*NOVA TOTIUS TERRARUM ORBIS TABULA AUCTORE, F. DE WIT,*" next demands attention. It was executed at Amsterdam, by that geographer, in the Calverstraet of that city. It is surrounded by a fine border, representing Air, Fire, Earth, and Water, the Arctic and Antarctic celestial hemispheres, the mariner's compass, &c. Here we have a distinct advance in the evolution of the coast lines of Australia, Tasmania, and New Zealand, destined to remain unaltered for more than a century. Not until Cook, in 1770, finally solved the problem of Australian cartography, was any further development made.

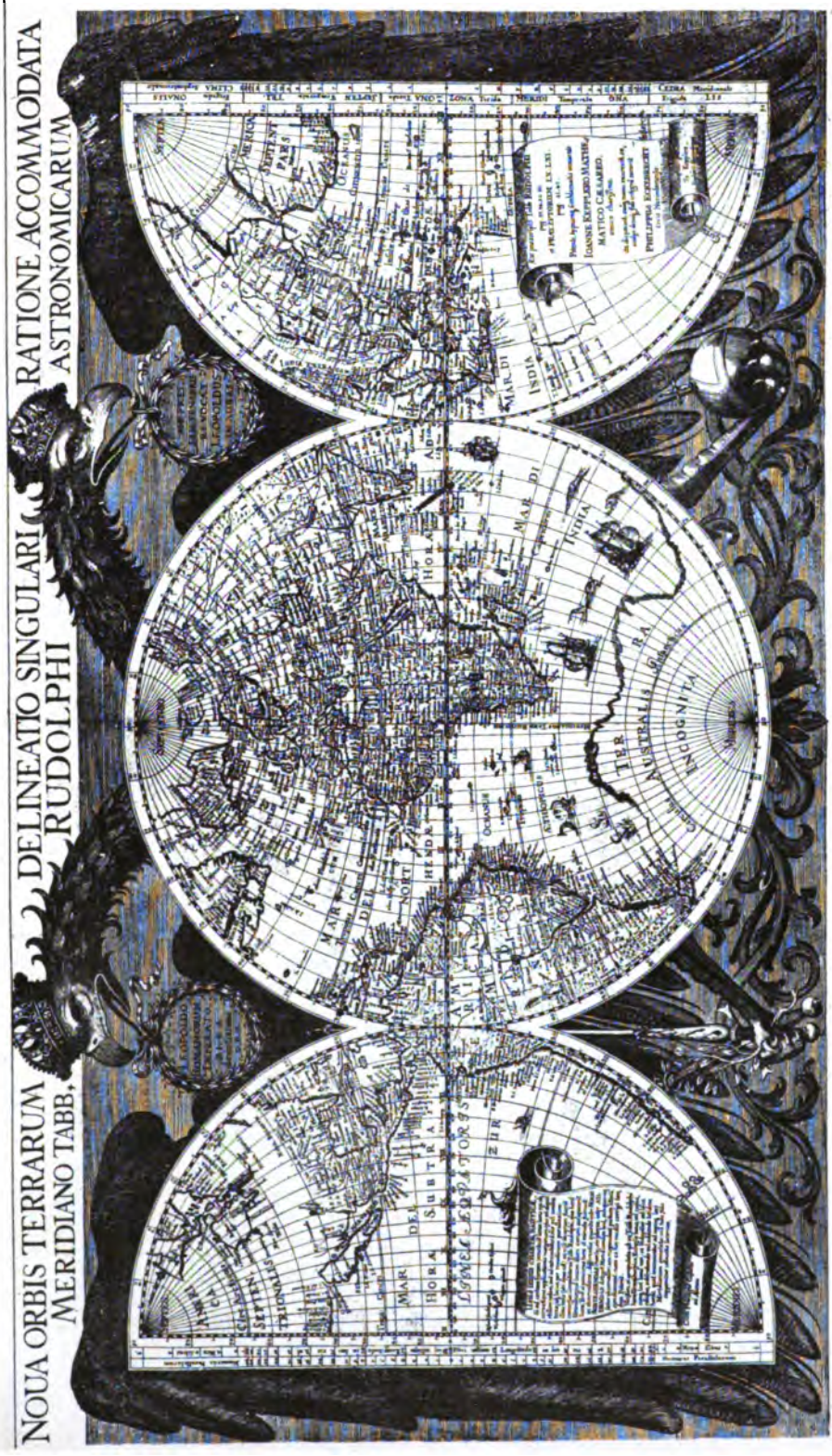
It appears that, for some unknown reason, De Wit got the name of being "an unscrupulous tradesman, who acquired the plates of Blaeu after the fire (1672), changed dates and titles, substituted his own name for that of the real author, in all of which he has found imitators," &c. This appeared as a note to an exhibition catalogue, referring to a map of Africa, executed, according to the highest authorities, by himself, with an alphabetical table of names of places, and which passed through two editions. According to the highest authorities, Mr. Coote among the number, there is no ground whatever for the allegation.

CHART OF THE EAST INDIES, BY HENDRICK DOUCKER, 1660.

This chart, which contains a cartouche with the following legend: "T Ooster Del van Oost Indien streckende van Ceylon tot Japan en Hollandia Nova. 'T Amsterdam, bij Hendrick Doucker, Boekverkoper en Graadboogh maker, In de Nieuw brug Streegh in 't Stuurman's gereschap." We know that it was executed in 1660, although undated, because the companion map of the West Indies, by the same geographer, bears this date upon its cartouche. Upon the Australian portion of this chart is inscribed the legend, "*Hollandia Nova detecta A^o, 1644,*" and the coast line of Northern and Western Australia becomes more lengthened, more definite, and more overspread with names.

This map is to be found in the first English edition of Doucker's *Sea Atlas*, or the *Water-World*, 1660. The following is a specimen of the "English as she is spoke" from the *Sea Atlas*:—"We will call Terra Australis those countreys in the South of Nova Guinea whether (whither) the Hollanders most zayled in the year 1644, and in these our maps are called Hollandia Nova and Nova Zelandia. Notwithstanding sith the coasts are but partly discovered, and that we have no knowledge of the inward Countreys, we shall as yet let them rest under Asia till further discovery; and commend such a division to our posterity, if wee, by our life, gaine no more knowledg."

NOVA ORBIS TERRARUM
 MERIDIANO TABB.
 DELINEATIO SINGULARI
 RUDOLPHI
 RATIONE ACCOMMODATA
 ASTRONOMICARUM



Map of the World by Philip Eckebrecht, 1630.





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The map is likewise to be found in the second Dutch edition of Doucker's *De zee Atlas of Waterwaereld*, Amsterdam, 1666, fol. (Brit. Mus., S. 100. 6).

MAP OF NEW HOLLAND, BY THÉVENOT, 1663.

This map appears in Thévenot's work:—*Relation de divers voyages curieux, &c., 1^{re} partie*, Paris, 1663.

"If, as Thévenot writes," says Mr. C. H. Coote, "his map was derived from the documents above mentioned, it was certainly only through the medium of J. Blaeu's large map of 1659." This is proved and confirmed as follows:—On Guil. Blaeu's globe goes—1647-56—we find no name of Timor Lant near West New Guinea, but in New Zealand we find Clippige-hoeck.

In J. Blaeu's large tabula in hemispheres—1656-60—we find *Timor Lant* and *Clippige-hoeck*.

In J. Blaeu's *Archipelagus Orientalis, &c.*—1659 certain—we find *Timorr Lant** and *Clipige-hoeck.**

In Thévenot's map, of 1663, we find *Timorr Landt** and *C. Clipige-hoeck;** thus it follows, for a certainty, that we have here a faulty copying of Blaeu's map of 1659.

On the North and Western discovered portions of the continent is the legend, "*Hollandia Nova detecta*, 1644;" while in the interior, and unknown part, are inscribed the words: "*Terre Australe découverte l' an*, 1644." The latter inscription is, indeed, ridiculous, for it refers to territories which were only recently explored by the Calvert Expedition, under Mr. L. A. Wells.

* The names thus marked are quite peculiar to these two maps of J. Blaeu and Thévenot.





ENGLISH DISCOVERIES.

DRAKE AND CAVENDISH.



PLUNDER, piracy, and war seem to have been the chief objects of these two great English captains.

Had colonization or discovery been their aim, in all probability they would have reached the shores of Australia before the Dutch. Drake certainly threaded the straits to the North-west of the continent in 1580;* and, in 1588, Cavendish followed in the same track, casting anchor on the coast of Java.†

As discoverers of Australia, the English were undoubtedly late in the field, and it may be said they reaped the fruit of other men's labours. Be that as it may, the island-continent owes her present prosperity to her adoption by the most successful race of colonists on earth—the English.

The theory of the existence of *Terra Australis* was entertained by the old English geographers of three centuries ago. Their ideas on the subject may be seen in a map of the world, published with the account of Frobisher's voyages in the year 1578. The description of the country represented is likewise instructive. The writer says:—"Terra Australis seemeth to be a great firme land, lying under and about the South Pole, being in many places a fruitefull soyle, and is not yet throwly discovered, but only seene and touched on the North edge thereof, by the travail of the Portingales and Spaniards to the East and West Indies.

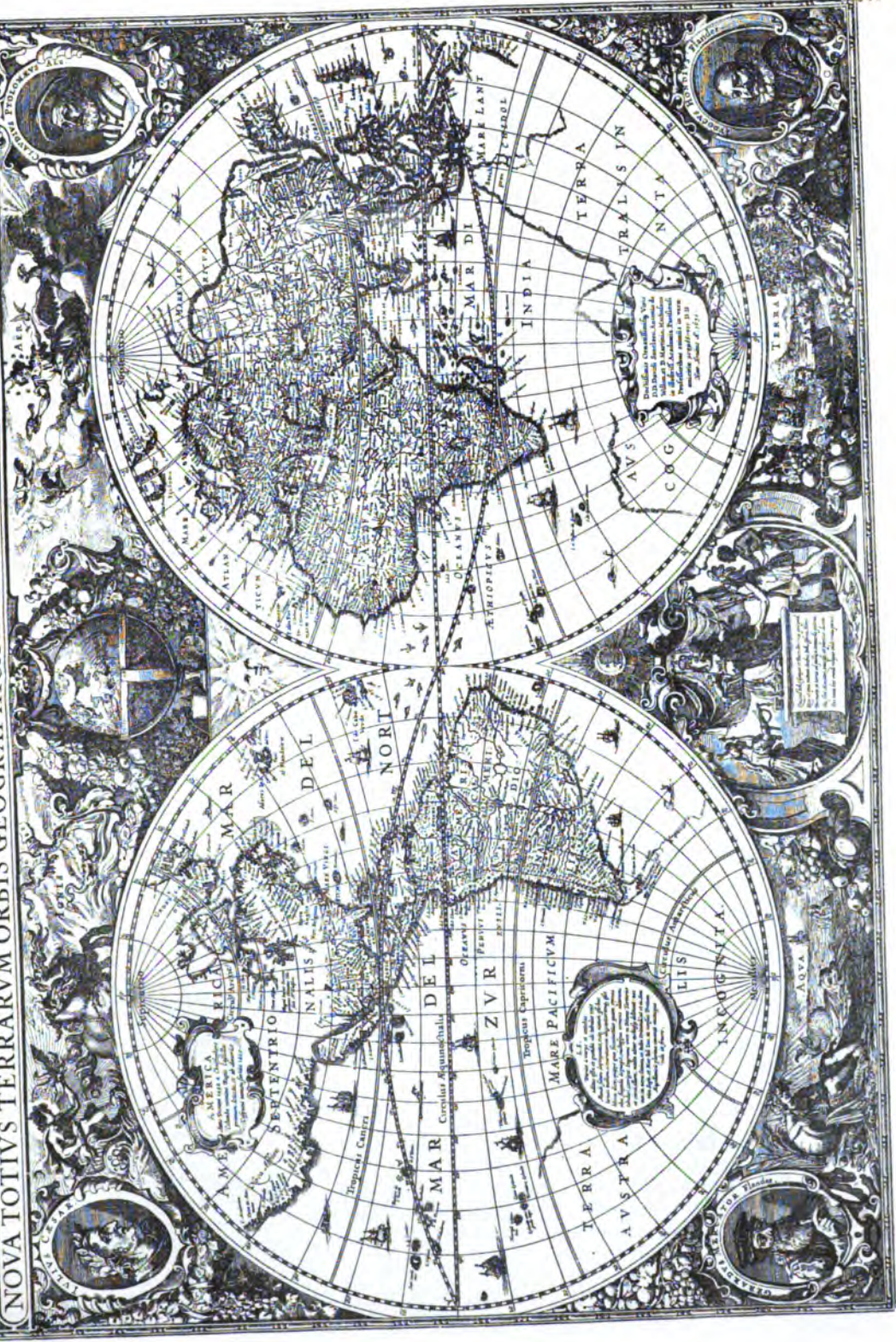
"It is included almost by a parallel passing in 40° in South latitude, yet in some places it reacheth into the sea, with greate promontories, even into the tropicke Capricornus. Only those parts are best knowen, as over against *Capo d'buona Speransa* (where the Portingales see popingayes, commonlye of a wonderfull greatness); and againe, it is knowen at the South side of the Straight of Magellanus, and is called Terra del Fuego.

"It is thought this South Lande about the Pole Antarctike is farre bigger than the North Lande about the Pole Arctike; but whether it be so or not we have no certaine knowledge, for we have no particular description hereof as we have of the lande under and about the North Pole."

* See Appendix, "Drake in the Straits of N.W. Australia."

† See Appendix, "Cavendish's Discoveries N.W. of Australia."

NOVA TOTIVS TERRARVM ORBIS GEOGRAPHICA AC HYDROGRAPHICA TABVLA. Auct. Henr. Hondio.



Map of the World, Henr. Hondius, 1633.



This is probably the earliest description of the suspected continent from the pen of an English geographer.

How the light of truth gradually broke upon our countrymen, may be traced in a short statement of Purchas about fifty years after. Referring to "The Lands on the Southern side of the Magellan Straits," he says:—"The land about the Straits is not perfectly discovered, whether it be continent or islands. Some take it for continent, and extend it more in their imagination than any man's experience, towards those Islands of Salomon and New Guinea, esteeming (of which there is a great probability) that *Terra Australis* on the Southern Continent may, for the largeness thereof, take up a first place in order, and the first in greatness in the division and parting of the whole world."

I have given a reproduction of this old English map, taken from the original work in the British Museum Library.

WILLIAM DAMPIER'S VOYAGE.

So far as we know, the first Englishman that ever set foot on Australia was William Dampier, sometimes called "The Learned and Faithful Dampier," sometimes "The Prince of Voyagers," and sometimes "The Buccaneer." Probably all these appellations apply to him, for he was a man of varied attainments, who had a romantic and chequered career. Born in 1652, at East Coker, in Somersetshire, he received a fair education, and was subsequently apprenticed to a shipmaster of Weymouth. After some years of wild adventure and restless activity, he joined the buccaneers, and made various expeditions in the Pacific. His chief object was, of course, to plunder the Spanish settlements. "War to the death with Spain" was his motto for many years; and, strange to relate, during this piratical and lawless period, he constantly kept a journal, displaying the keenest observation, and great accuracy of description.

In 1683, Dampier, with some of his bold comrades, seized a Danish vessel, which they humorously re-named *The Bachelor's Delight*, and set off on a voyage round the world. After some wild and reckless exploits, he gained command of another vessel, named *The Cygnet*, in which he sailed to the Philippines, from whence he resolved to make a cruise to New Holland.

It was from the Island of Timor that Dampier approached New Holland. According to their charts, he was only some twenty leagues distant, but they ran some sixty leagues South before making land.

DAMPIER'S FIRST IMPRESSIONS OF AUSTRALIA.

His journal runs thus:—"On January 4th, 1688, we fell in with the land at 16°, 50' latitude; and running along to the East twelve leagues, came to a point of land, three leagues to the East of which is a deep bay. We anchored a league to the East of this point, January 5th, two miles from the shore, in 29 fathoms, hard sand, and clean ground. New Holland is a vast tract of land; but whether an isle, or part of the continent, is unknown hitherto. This much I am sure of, that it neither joins Asia, Africa, or America, hereabouts. It is very low and sandy ground; the points only excepted, which are rocky, and some isles in this bay. This part had no fresh water, except what was dug; but divers sorts of trees, and among the rest the dragon tree, which produces the gum-dragon, or dragon's blood. We saw neither fruit trees, nor so much as the track of any living beast of the bigness of a large mastiff dog. Some few land birds, but none

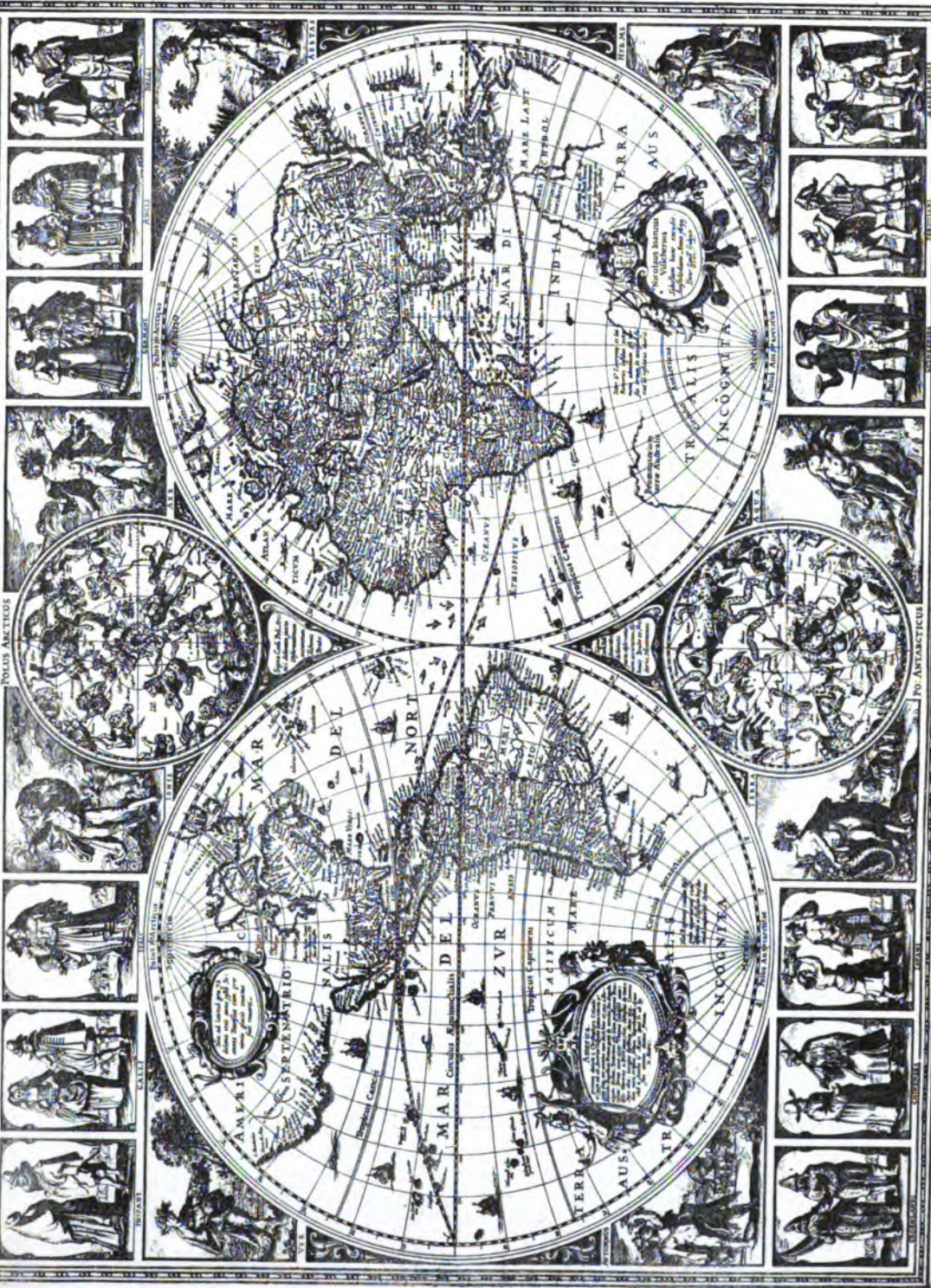
larger than a blackbird, and scarcely any water-fowl. Neither does the sea afford any fish except tortoises and manatus, both of which they have mostly plenty. The inhabitants are the miserablest people in the world. The Hodmadods (Hottentots), though a nasty people, are gentlemen to these people, who have no houses, nor skin garments, sheep, poultry, and fruits of the earth, ostrich eggs, &c., as the Hodmadods have; and, setting aside their human shape, they differ but little from brutes. They are tall, straight-bodied, and thin, with small, long limbs. They have great heads, great round foreheads, and great brows. Their eyelids are always half closed, to keep the flies out of their eyes, they being so troublesome that no fanning will keep them from coming to one's face; and, without the assistance of both hands to keep them off, they will creep into one's nostrils, and mouth too, if the lips are not shut very close. So that, from their infamy, being thus annoyed with these insects, they do never open their eyes as other people; and, therefore, they cannot see far unless they hold up their heads as if they were looking at something over them. They have great bottle noses, pretty full lips, and wide mouths; the two front teeth of the upper jaw are wanting in all of them—men and women, old and young. Whether they draw them out, I know not. Neither have they any beards. They are long-visaged, and of an unpleasing aspect, having no graceful feature in their faces. Their hair is black, short, and curled like that of the negroes, and not long and lank, like the common Indians. The colour of their skin, both of their face and the rest of their body, is coal-black, like that of the negroes of Guinea. They live in companies—twenty or thirty men, women, and children together. Their only food is a sort of small fish, which they get by making weirs of stones across little coves, or branches of the sea, every tide bringing in small fish, and leaving for a prey to these people, who constantly attend there to search for them in low water. This small fry I take to be the top of their fishing; they have no instrument to catch great fish should they come, and such seldom stay to be left behind at low water; nor could we catch any fish with our hooks and line all the time we lay there. Of the shell fish mentioned, there are few, so that their chief dependence is on what the sea leaves in their weirs; which, be it much or little, they gather up and march to their place of abode. There the old people who were not able to stir abroad by reason of their age, and the tender infants, wait their return; and what Providence has bestowed on them they presently broil on the coals, and eat it in common. Sometimes they get as many fish as makes them a plentiful banquet, sometimes they scarcely get everyone a taste; but, little or much, each one, whether able to go out for it or not, has his share. When they have eaten, they lie down till the next low water; and then all that are able march out, be it night or day, rain or shine, it is all one. They must attend the weirs, or they must fast, *for the earth affords them no food at all*. There is neither herb, root, pulse, or any kind of grain that we saw, nor any bird or beast that they can catch, having no instrument for it."

When we reflect on the wonderful variety of roots, nuts, fish, flesh, and fowl which forms the bill of fare of the Australian Aborigines, we see how erroneous first impressions are apt to be.

"I did not perceive that they did worship anything," continues Dampier. "Some of them had wooden swords, others had a sort of lance. The sword is a piece of wood shaped somewhat like a cutlass.* The lance is a long, straight pole, sharp at one end, and hardened afterwards by heat. I saw no iron, nor any

* Possibly Dampier mistook the boomerang for a sword.

ORBIS TERRARUM TYPUS DE INTEGRO MULTIS IN LOCIS EMENDATUS Auctore N. I. Vissecher



Map of the World. Nicholas John Vissecher, 1639



other sort of metal ; therefore, it is probable that they used stone hatchets, as some Indians in America do. How they get their fire I know not, but probably as the Indians do, out of wood. I have seen the Indians of Buenos Ayres do it, and I myself have tried the experiment. They take a flat piece of wood that is pretty soft, and make a small dent in one side of it ; then they take another hard round stick, about the bigness of one's little finger, and shaping it one end like a pencil, they put the sharp end in the hole, or dent, of the soft flat piece ; then, rubbing or twirling the hard piece between the palms of their hands, they drill the soft piece till it smokes, and at last takes fire.

He goes on to say that he gave them some old clothes to induce them to help in carrying small water barrels to the canoes. But, though the barrels contained only six gallons each, and his men put them on their shoulders for them, all the signs they could make to get them to carry the barrels were useless. As the narrator puts it, "They stood like so many statues without motion, and grinning like so many monkeys. So we were forced to carry the water ourselves, and they very fairly put the clothes off again, and laid them down, as if clothes were only made to work in." This refusal to work is highly characteristic of the Australian native of to-day, for they have a strong objection to anything in the nature of work, as the European understands it ; though, of course, their whole life is one of constant arduous toil to keep body and soul together.

It is clear that Dampier was not favourably impressed either with the country or its inhabitants ; and, so far as the latter were concerned, probably the feeling was mutual. When brought on board his ship, four of them made a very hearty meal of rice and turtle, but expressed not the slightest interest in anything or anybody on board, running off at full speed whenever their feet again touched dry land. It appears that they made a warlike demonstration on the top of a cliff, shaking their swords and lances ; but the captain gained a bloodless victory, for he completely routed them by beating a drum vigorously. "On hearing the noise," he says, "the poor creatures ran away as fast as they could drive ; and when they ran away in haste, they would cry, 'Gurry, gurry,' speaking deep in the throat."

DAMPIER LEAVES NEW HOLLAND.

Dampier quitted the coast of New Holland on the 12th of March, 1688 ; and, directing his course Southward, passed Sumatra, and arrived at the Nicobar Islands in May. He parted from his comrades ; and, after various other vicissitudes, landed in England on the 19th of September, 1691.

DAMPIER'S SECOND VOYAGE.

Like all great travellers who have the gift of narrating in graphic style their adventures, William Dampier, "The Buccaneer," after publishing his voyages, found himself a famous man. His reputation attracted the attention of Thomas Herbert, Earl of Pembroke, High Admiral to William III. ; and this monarch having projected an expedition for the discovery of unknown lands, the command was entrusted to this now distinguished navigator. The vessel in which he sailed was named His Majesty's ship *Roebuck*, and she was by no means a seaworthy craft. She carried an armament of 12 guns, and a crew of 50 men and boys, provisions for twenty months, and other equipments for promotion of the traffic, &c. Trade, however, was a secondary consideration of the voyage, the immediate object of which was examination and discovery in New

Holland and New Guinea. She weighed anchor on the 14th January, 1699, and set sail for the Cape of Good Hope, touching at the Cape Verde Islands, Bahia, and the coast of Brazil. At these places Dampier made his usual careful notes and shrewd observations, giving a minute description of all he saw and did.

HIS IMPRESSIONS ON HIS SECOND VISIT.

He rounded the Cape in June, and stood away for the coast of New Holland, which he neared on the 4th of July. On the night of the 1st August, the ship touched bottom on the Northern part of the Abrolhos shoal, in latitude $27^{\circ} 40'$ S. Next morning the mainland was observed about six leagues distant; but owing to foul weather, they were unable to land until the morning of the 6th, when they moored the ship two miles from shore, in the harbour named Dirck Hartog's Reede. To this place the explorer gave the name of Shark's Bay, its entrance being in latitude 25° S. He says, in his journal:—"The land here is of moderate height, and, from the sea, appears level, although it is found to be gently undulating. The shore is sandy, producing a large sort of samphire, which bears a white flower. Further in, the mould is reddish, mixed with a sort of sand, producing some grass plants and shrubs. Of trees and shrubs there are divers sorts, but none above ten feet high. Some of the trees were sweet-scented, and reddish within the bark, like sassafras, but darker. The blossoms of the different sorts of trees were of several colours, but mostly blue, and smelt very sweet and fragrant. There were, besides some plants, shrubs, and tall flowers, some very small flowers growing in the ground, which were very sweet and beautiful; and, for the most part, unlike any I had seen elsewhere. There were but few land fowls. I saw none but eagles of the larger sort of birds, and but five or six sorts of small birds. The larger sort of these were no bigger than larks, and some no bigger than wrens, all singing with great variety of fine shrill notes, and we saw some of their nests with young ones in them."

FIRST MENTION OF THE KANGAROO.

In striking contrast are his observations with those of his first voyage, when he fancied the wretched natives had to live on fish. This time he saw plenty of water fowl with their young ones, ducks, curlews, galdens, crab catchers, cormorants, gulls; also pelicans, eagles, white parrots, and other varieties, that he had never seen elsewhere. Among the animals which he observed, was one which attracted his special notice: "A sort of raccoon, different from that of the West Indies, chiefly as to the legs, for these have very short fore-legs, but go jumping upon *them* (Dampier must mean the long hind-legs) as the others do; and, like them, are very good meat." "This," says Flinders, "appears to have been the small kangaroo, since found upon the islands, which form the roads; and, if so, the description is probably the first ever made of that singular animal." He saw, likewise, very ugly iguanos, which, he says, instead of a tail, had a knob like a second head, but without eyes or mouth appearing, as if the creature were made either to run backwards or forwards.

HIS EXTRAORDINARY STORIES.

Another of Dampier's statements, which is certainly open to grave doubt, is concerning the capture of a shark, in which he informs us, "we found the head and bones of a *hippopotamus*, the hairy lips of which were still sound, and not

putrified, and the jaw was also firm, out of which we plucked a great many teeth, two of them eight inches long, and as big as a man's thumb, small at one end and a little crooked, the rest not above half so long." Now, I confess, I find it about as hard to swallow this story as the shark must have found it to swallow the hippopotamus, and yet Mr. Malte le Brun defends its accuracy. In support of him, whom he called "the Learned and Faithful Dampier," he mentions that Bailly, when exploring the Swan River, "heard a bellowing much louder than that of an ox from among the reeds on the river side, which made him suspect that a large quadruped lay somewhere near him. Travellers' tales, however, frequently show signs of long-bow-drawing, and we can always resort to a salutary pinch of salt.

Fresh water became scarce, and was difficult to obtain, even by digging. He, therefore, sailed Northward, on the 14th August, to $20^{\circ} 21'$, where he met again with tides, which impressed him that there was an opening Eastward into the Pacific. Still, it did not fall to his lot to light upon the Torres Straits. Where he lay to was an archipelago, still called by his name. One of the islands off Bluff Point he called Rosemary Island.

They left the place on the 23rd August; and after coasting for some time, lost sight of land on the 27th. On the 30th, smoke became visible from the sea in latitude $18^{\circ} 21'$ S. He had, hitherto, seen no inhabitants; but on going ashore he met with several, who fled on the approach of the English. From a height, they descried a savannah, studded with what he first thought were *huts*, and later discovered to be *rocks*; but I notice a footnote in Vol. I. of *Flinder's Voyages*, page 65, to the effect that "Dampier could not have examined these *rocks* closely; for there can be little doubt that they were the ant hills described by Pelsart as being 'so large that they might have been taken for the houses of Indians.'"

They had a slight encounter with the natives, which is humanely and regretfully referred to, the captain having been obliged to fire in order to save the life of a sailor. After this, he writes:—"I returned with my men, desigining to attempt the natives no further, being very sorry for what had happened."

Among the savages was one whom he imagined to be a chief. "He was a brisk young man, active and courageous. Of a group, he was the only one painted. A circle, drawn with some white pigment, surrounded each of his eyes, and a white streak reached from the forehead to the tip of his nose." He sums up the people in general in his usual graphically scornful style, having as poor an opinion of them as he had formed eleven years before; in fact, he constantly refers to them as "The poor winking people of New Holland." "All of them have the most unpleasant looks, and the worst features of any people I ever saw, though I have seen a great variety of savages. The New Hollanders were probably the same sort of people as those I met with on this coast in my voyage round the globe; for the place I then touched was not above 40 or 50 leagues to the North of this, and those were much the same blinking creatures; here are abundance of the same flies teasing them, and the same black skin and hair frizzled, tall, thin, &c., as those were. But we had not an opportunity to see whether these, as the former, wanted the two fore-teeth. . . We saw no houses, and I believe they had none, since the former people had none, though they had all their families with them." He humorously remarks that, except for the pleasure of discovering the barrenest spot on the face of the globe, this coast of New Holland would not have charmed him much.

It is noteworthy that Dampier originally intended, in this second voyage, to begin his discoveries upon the Eastern and least-known side of New Holland. He did not carry out this intention, because he was afraid of "compassing the South of America in a very high latitude in the depth of the Winter there;" and likewise, for another reason, which he states in the following words:—"For should it be asked why, at my first making that shore, I did not coast it to the Southward, and that way try to get round to the East of New Holland and New Guinea, I confess I was not for spending my time more than was necessary in the higher latitudes, as knowing that the land there could not be so well worth discovering as the parts that lay nearer the line, and more directly under the sun."

Having, at length, replenished his water barrels, Dampier left these inhospitable shores; and finding the passage between Timor and the Island of Anaboo, landed at the latter place. Meeting with discourtesy from the Dutch Governor, he shaped his course for New Guinea, intending again to visit New Holland. He obtained soundings at forty fathoms, but never sighted land; besides which, he unhappily fell sick, and many of the crew suffered from scurvy. The ship likewise sadly needed repairs, so he ordered his officers to steer for Java. Subsequently, the *Roebuck* sprang a very serious leak, and was lost off the Isle of Ascension, in February, 1701. In this shipwreck, many of his papers and collections went to the bottom; and after five weeks on the island, a man-of-war, observing their signals, carried them to Barbadoes, from whence Dampier embarked for England in an East Indiaman.

Irrespective of his skill as a sailor, Dampier was a man of undoubted talent; and, strange to say, we find him more appreciated by foreign nations than by his own compatriots. The prophet's lack of honour in his own country is here illustrated. By the French and Dutch he was admired and revered. They deck his name by such adjectives as the "eminent," the "exact," the "skilful," the "incomparable." The learned Humboldt considers this ex-buccaneer a man far superior to the scientific-trained navigators who succeeded him and explored the same seas. Malte-Bran inquires, in his work on Australian discovery, "*Mais où trouvé-t-on des navigateurs comparables à Dampier?*"

Although in his later years he scarcely maintained his great fame, his name will ever be memorable as the rescuer of Selkirk on Juan Fernandez—the sailor immortalized by Defoe in his famous story of *Robinson Crusoe*.

Having thus so far traced the progress of Australian discovery, it is apparent that, whatever credit may be due to the storm-driven mariners of Portugal, France, or Spain, the Dutch were the first *intentional* discoverers. Still, of course, as most of the greatest discoveries have been the result of accident, we must not lay stress on this point. The mariners of the sixteenth century, intent on gold and plunder, directed their course with that one object. If they found themselves in the Pacific, having rounded the Horn, they usually coasted South America, and continued on till they reached California, and then either retraced their path, or crossed the South Sea towards Manilla. This course was likewise taken by such navigators as Drake, Cavendish, Van Noort, Spilbergen, Dampier, Rogers, Shelvoeke, and Anson. Tasman was the first who deliberately ventured into high Southern latitudes, bent on finding the unknown land.

In spite of all that had been ascertained, regarding the Great South Land, much remained to be done. In 1771, a learned geographer writes: "So far as to absolute experience, we continue ignorant whether the Southern Hemisphere



be an immense mass of water, or whether it contains another continent and countries worthy of our search."

The great space, bounded on the North by the 25th parallel of latitude, and by meridians of longitude 85° West and 170° East, was unexplored and unknown. We were likewise in the dark as to the Northern Pacific. The Northern side of New Holland was certainly known; but the Straits, accidentally discovered by Torres, had been entirely forgotten. Australia was supposed to join New Guinea on the North, and suspected to do the same by Van Diemen's Land on the South. The Western boundaries of New Zealand had been visited, but no one knew how far it extended to the East. Dalrymple, in this connection, remarks: "It is still a question if Staats Land (New Zealand) be part of a continent, or only islands, though it is most probably the former, as Tasman supposes." It was fondly imagined that the waves of the Pacific and Indian Oceans washed a Great Southern Continent, exceeding Europe in extent, and all other empires of the world in wealth. Yet still the great problem remained unsolved.





CAPTAIN COOK'S DISCOVERIES.



HE next, and by far the most important of the navigators, who set out on a voyage of exploration to the island of New Holland, was Captain James Cook. The existence of the Great South Land had been definitely established by his predecessors, but it was left for him to definitely settle the question of its separation from New Guinea, prove its insularity, and thoroughly examine the almost unknown East coast.

Like many others, whose names will for ever live in history, Cook's parentage was of the humblest description. It is hard to realize that his father was an agricultural labourer, but such is the fact. His birthplace was likewise obscure—a small village in Yorkshire called Marton, in the Cleveland district. The cottage in which he was born was pulled down a hundred years ago; even the house which succeeded it has disappeared, and the only relic of this great discoverer's childhood is a pump, still called "Captain Cook's pump," and said to have been the handiwork of his father. He was the second son of a large family, and at a very early age was engaged at farm-work. The wife of his yeoman master—Mary Walker by name—taught the child his letters; and afterwards, when the family removed to Ayton, a gentleman named Skottowe took a fancy to the boy, now some ten years old, and paid his expenses at a village school. On reaching his thirteenth year, he was bound apprentice to a shopkeeper at Staithes, a fishing village, where he heard from the seafaring men those stories which fired his soul with a desire to sail the ocean. He finally ran away to Whitby—an extra shirt and a jack-knife his sole belongings. He is even said to have stolen a shilling from his master's till.

It may be so; and if the story be true, it was indeed a fortunate piece of larceny for the English nation. He joined a ship sailing out of Whitby, and visited the town from time to time between voyages. Ten years or so later, the news came that a press-gang had seized the young sailor for King George's Navy.* Ten more years passed, and the little port was astounded to hear that he had risen to command a ship of war, and had sailed for the Pacific Ocean to fight the French. He was now known as Lieutenant Cook, R.N.

* As a matter of fact, Cook was not seized by the press-gang; but fearing that he might be, he volunteered to serve as an A.B., and thus began his naval career.

In appearance he is said to have been six feet high, spare and muscular, with a small well-shaped head. His hair was dark brown, rolled back from a broad forehead. His nose long and straight, with finely-cut nostrils; his eyes small, brown, and piercing; eyebrows bushy; with firm mouth and rounded chin. Austerity was combined with the mark of energy, courage, and perseverance. Thus Captain King writes of him after his death:—"During his long and tedious voyages his eagerness and activity were never in the least degree abated. No incidental temptation would detain him for a moment; even those intervals of recreation which sometimes unavoidably occurred, and were looked for by us with a longing that persons who have experienced the fatigues of service will readily excuse, were submitted to by him with a certain impatience whenever they could not be employed in making a further provision for the more effectual prosecution of his designs."

Such is a graphic word-picture of this remarkable man. He is said to have had no intimate friends, and most writers state that he did not leave even a letter behind him showing how he lived in his private life. On this latter point I shall have more to say, however.

I wish I could linger on the early days of this unrivalled sailor's life; for the courage, grit, and determination which raised him from a position even lower than that of Robert Burns, and placed him on a rank with Christopher Columbus, explains how James Cook eclipsed all his predecessors on the Southern Seas. Through his skill and bravery, the long-smouldering theory of a Southern Continent blazed into a brightness which will shine till the end of time. The charts of the sixteenth century were ignorant as to the *Terra Australis incognita*: the charts of the seventeenth are little better. Certain suggestions of New Holland's shores are certainly to be seen in those of the eighteenth up to 1750. But only the West coast is given, and a small corner which indicates New Zealand, with New Holland and New Guinea united. Much was left to be done at the time Cook held the comparatively humble post of master in the Royal Navy.

It was known that a transit of Venus would occur in 1769, and a memorial was drawn up by the Royal Society, praying that the King should appoint an expedition to make observations. This was granted, and the most convenient stations were then thought to be either Rotterdam, Amsterdam, or the Marquesas. It was likewise proposed that Mr. Alexander Dalrymple, a man of great geographical and scientific knowledge, should take command of the ship, with brevet rank as captain. The Admiralty, however, seeing that he was not a sailor, and bearing in mind previous disastrous results from such an appointment, absolutely refused to sign the commission for any landsman. This, ever after, seems to have rankled in Dalrymple's mind, and may explain his bitter enmity towards the man whom he supposed to have supplanted him. Someone who combined the necessary qualities for preserving discipline, navigating, and scientifically conducting the expedition had to be found, and no one seemed more fitted for the post than James Cook, who had just returned from the surveyorship of Newfoundland and Labrador. His splendidly-drawn charts had already brought him credit, and his name as a navigator and scientific sailor was already well known in the Royal Navy. Thus did he rise in one step from the position of master to the higher rank of lieutenant.

Here is the description of the ship he considered best for the purpose intended, as given in his narrative. He says:—"Success will more chiefly

depend on the size and properties of the ships chosen for the service; as the greatest danger to be apprehended and provided against on a voyage of discovery, especially to the more distant parts of the globe, is that of the ship's being liable to be run aground on an unknown shore, or savage coast. So no consideration should be set in competition with that of her being of a construction of the safest kind, in which the officers may, with the least hazard, venture upon a strange coast. A ship of this kind must not be of a great draught of water, yet of a sufficient burden and capacity to carry a proper quantity of provisions and necessaries for her complement of men, and for the term requisite to perform the voyage.

"She must also be a construction that will bear to take the ground, and of a size which, in case of necessity, may be safely and conveniently laid on shore to repair any accidental damage or defect. These properties are not to be found in ships of war of forty guns, nor in frigates, nor in East India Company's ships, nor in large three-decked West India ships, nor indeed in any other but North Country built ships, such as are built for the coal trade, which are peculiarly adapted for this purpose."

His first ship, the *Endeavour*, was of the collier class, built in the town of Whitby, and she was, in all respects, "staunch and strong, a goodly vessel," designed more for strength than speed. Three hundred and seventy tons was her measurement; and, until within the last thirty years, she actually carried coal along our coasts. It is surprising, indeed, that the nation did not secure her, and keep her, like the *Victory*, as a memorial of England's triumph of peace.

Cook, having accepted the offer, she was fitted at Deptford, and the expedition sailed from Plymouth on August 26th, 1768.

The scientific party was made up of Mr. (afterwards Sir Joseph) Banks—a wealthy private gentleman—Dr. Sollander, an official in the British Museum—and Mr. Charles Green, assistant in the Royal Observatory. The first named brought with him a party of skilled draughtsmen, naturalists, and others. The ship was manned by forty able seamen, twelve marines; and, with the captain and the officers, numbered eighty-one in all. Her armoury included ten carriage and twelve swivel guns, and she was provisioned for eighteen months. Her destination was altered on the return of Captain Wallis, who had meantime discovered Otaheite, that island being deemed most suitable for observation of the transit of Venus. It would be impossible to reproduce the voluminous journal, which, by the way, was not written by Cook himself, but by Dr. Hawksorth, although expressed in the first person. The following is a short account of the ship's course till New Zealand was reached:—

"August 26th, 1768.—The *Endeavour* weighed anchor from Plymouth.

"September 13th.—Reached Madeira, and received every hospitality from the residents.

"November 13th.—Sighted Rio de Janeiro, after a prosperous voyage so far.

"January 14th, 1769.—Entered the Straits of Le Maire. Doubled Cape Horn, and arrived off the Western end of the Straits of Magellan in thirty-three days.

"April 10th.—Sighted Otaheite, having, on the run from the Horn, discovered Lagoon Islands, Thurnel Cape, Bow Island, The Groups, Bird Island, and Chain Island.

"April 13th.—Cast anchor in Matavai Bay.

"June 1st.—Transit of Venus observed.

"July 13th.—Sailed from Otaheite, and cruised among the islands of the group, landing on, and naming several.

"October 7th.—Sighted New Zealand."

Among the attendants of Oberia, Queen of Otaheite, was a native priest, named Tupia, who showed great attachment to the English explorers. Cook was naturally anxious to engage an intelligent native of the South Seas to act as interpreter, &c.; and, so Tupia, with his son Tayeto, were received on board the *Endeavour*, having formally joined the expedition, and ratified their engagement with some strange ceremonies. They served the British faithfully and well, but both succumbed to the effects of the low, swampy situation of Batavia, and died there at the beginning of December, 1770.

A memorable day is the 8th of October, 1769, for upon this date Captain Cook landed on the coast of New Zealand, the precursor of thousands of his countrymen. They came to anchor at the mouth of a small river; and on reaching the shore, some of the natives, who had been in ambush, rushed out to attack the party. Truly an inhospitable reception, but only what strangers might expect from such noble savages as the Maories. One of their number fell, pierced by a bullet, and the terrible sound of the musket-shot so terrified the others that they fled. Again, on the 9th, they met with a hostile reception, and several Indians (as Cook calls them) fell before British guns.

On the 11th, he set sail, hoping to find better anchorage, but the *Endeavour* was becalmed in the evening. On the 12th, several canoes surrounded them, full of war-like natives, who were only driven off by the discharge of a 4-pounder, loaded with grape.

On the 15th, they pursued their course, and next morning had a fine view of the inland country.

On the 17th, gave the name of Cape Turnagain to a headland; and, on the 19th, to a peculiar looking cape, the name of Globe End Foreland.

On the 22nd, they again weighed anchor, and stood for another bay, a little way to the South, going ashore on the 23rd, where they fell in with friendly natives, and heard the war song of the Indians. On the 29th of October, the *Endeavour* quitted the bay in which they had lain, and sailing to the Northwards, discovered East Island; continuing in the same course, Cook gave its name to White Island.

Proceeding with their explorations, and meeting with various parties of natives, on the 9th Nov., Mr. Green landed to observe the transit of Mercury, and successfully accomplished his object. In consequence of this, the bay was called Mercury Bay. On the 20th, the *Endeavour* came to anchor, and they named the river they discovered the Thames, it having some resemblance to our own noble stream.

On the 29th, they had another skirmish with the savages, but peace was restored; and, on entering a quiet village, some of the sailors proceeded to rob the natives of their potatoes, for which they were promptly flogged, by order of the commander. One man, complaining that an Englishman should be flogged for robbing a savage, received additional lashes.

It may be noted here, that in spite of the name for severity which has been given to Cook, he never administered more than two dozen lashes, while the captains of his day frequently ordered two hundred, and even more.

After this time, they met with foul weather and adverse winds, and it is

remarkable that the *Endeavour* was three weeks in making ten leagues to the Westward, and five weeks in sailing fifty leagues.

On the 5th of Feb., Cook sailed out of a long bay, in which they had been lying; and which, from the man-eating propensities of the savages, he named Cannibal Bay. These people, however, strange to say, had some knowledge of iron, which he had not found among the other tribes. The *Endeavour* now stood over to the Eastward, and was carried by a current close to one of the islands at the entrance to Queen Charlotte's Sound. Here they were in imminent danger of being dashed on the rocks.

On the 7th, a favouring breeze bore them through the Strait. Next morning they were off Cape Palliser, and found that the land stretched away to the North-eastward of Cape Turnagain. After various other discoveries and adventures, they left the coast of New Zealand on the 31st March, having sailed round all its inhospitable shores.

The foregoing short narrative, in some degree, indicates how Cook did his work. Tasman, the discoverer, who called it Staten Island, never went ashore, having been attacked by the Indians, in what he called Murderers' Bay. Cook landed in many places, and gives the most minute description of his discoveries and adventures, besides proving the existence of the two islands of New Zealand.

On the 27th of April, Cook landed on the shores of Australia, and met with a somewhat hostile reception, but no special damage was done on either side; and on May the 1st, Sutherland Point received its name from the fact that a seaman of that name died there, and was buried on the shore. Mr. Banks having collected many plants, named the bay Botany Bay.

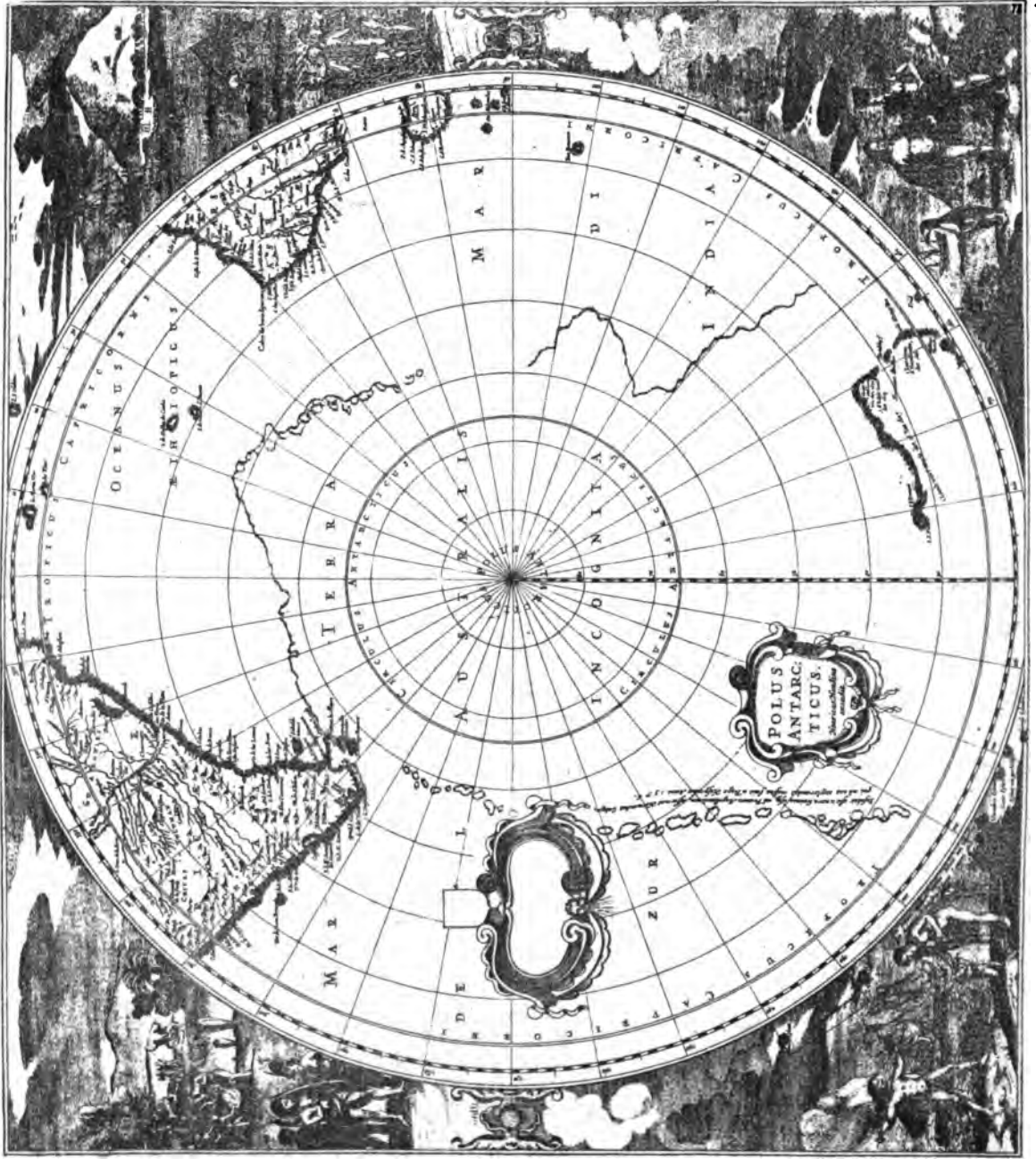
On Sunday, the 6th, they sailed from this place, and at noon were off a magnificent harbour, which was called Port Jackson.

After making many explorations inland, on Thursday, the 24th, they sailed out of the bay; and on the day following, were abreast of a point named Cape Capricorn. On the 1st of June, they named Cape Palmerston; on the 2nd, Cape Hillsborough; on the 3rd, Cape Conway and Repulse Bay; on Saturday, the 9th, they came on some small islands, which they named Frankland's Islands.

There is only space in this small volume for a few brief specimens of Cook's journal; and as, in a condensed form, such reading is bound to be monotonous, I shall confine myself to only special points of interest in the forthcoming pages.

Hitherto, no very remarkable accident had befallen the adventurers; but on Sunday, June the 10th, they found themselves in a very perilous situation.

At six in the evening, in latitude $16^{\circ} 6' S.$, and longitude $214^{\circ} 39' W.$, they had shortened sail, and hauled off shore close upon a wind to avoid rocks ahead. They had got into twenty-one fathoms of water, when suddenly they fell into eight, within a few minutes. They were on the point of anchoring, when on a sudden, they again found themselves in deep water, and believed the danger at an end, thinking they had crossed the tail of a shoal. In less than an hour, without warning, the *Endeavour* struck on a rock, and remained immovable. Not being near the shore, they were well aware of the horrors of this position. They feared that they were on a rock of coral, and all sails were taken in and boats lowered. She beat so violently against the rock that the crew could scarcely keep their feet. For hours they threw overboard guns, ballast, stores, in order to lighten the ship; and, as Cook says: "Not an oath was sworn, so much were the minds of the sailors impressed with a sense of the danger." They had struck just after dark, and at daylight they descried



Map of the South Pole, by Henricus Hondius, 1642.

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land some eight leagues distant, "but not a single island between them and the main, on which, part of the crew might have landed, while the boats went on shore with the rest; so that the destruction of the greater part would have been inevitable had the ship gone to pieces."

It does seem strange that on such an expedition as this, with only a complement of some eighty souls to provide for, that the *Endeavour's* boats were not equal to carrying all ashore. High water was expected at about eleven o'clock; they had lightened her by fifty tons, and hoped she would float off. The tide fell short, it seems, and she still needed 18 ins. Everything, therefore, that could possibly be spared was sacrificed; and, as the tide fell, the water could hardly be kept under by incessant pumping. Their only hope now lay in the midnight tide, but the leakage increased to such an extent that they feared she would sink even if she cleared. Their plight was now an awful one, for every man knew that when the fatal moment arrived, all discipline would be at an end, and the horrid fight for the boats was dreaded even more than shipwreck. It was thought likewise that those who were left on board to perish in the sinking ship would have a happier fate than those who would have to face an existence among the most rude of savages, for well they knew that there was not the remotest chance of rescue from these lonely, barren shores.

At twenty minutes past ten, however, the ship floated, but the leak had gained on the pumps, and there was now 3 ft. 9 ins. of water in the hold. They were wearied to death, each could only pump a few minutes at a time, and then flung himself exhausted on the deck. Thus they battled with impending death, hoping against hope. At last, the following accident almost drove them to despair. Between the inside lining and the ship's bottom there is a space of some 18 ins. Hitherto, the man who sounded the well had gone no farther than the inside lining; but being relieved by another, who took the depth to the outside planks, it appeared as if the water had gained on them a foot and-a-half. For the moment they were paralyzed with despair; but the error discovered, joy succeeded grief, and inspired them with such energy, that by eight in the morning they had considerably gained on the water. Eventually, they got a sail drawn over the leak, and anchored in the evening seven leagues from shore.

On the 17th, after searching for a harbour, they found a safe place where she could be moored close to the beach. On examining the ship's bottom, they discovered the very singular fact that, had a large piece of rock not broken off and stuck in the large hole made, she must inevitably have foundered.

Scurvy had broken out among them by this time, Mr. Green being seriously ill.

On the 5th July, the *Endeavour* again floated, and they sailed across the bay. Here they landed, and we read that they saw animals, "two of which were chased by Mr. Banks' greyhound, but they greatly outstripped him in speed, by leaping over the long, thick grass, which incommoded the dog in running, and it was observed that these animals bounded forward on two legs instead of four."

After various adventures with the blacks, they put to sea again on the 4th of August, standing East by North, and coming to anchor, named the Northernmost point Cape Bedford.

On Sunday, the 12th, it was thought well to leave the coast altogether. "They had sailed," says Captain Cook, "without ever having a man out of the chains heaving the lead when the ship was under sail." This was, indeed, a remarkable feat of patience, courage, and endurance, they having been absolutely surrounded by unknown reefs, shoals, rocks, and countless dangers

at sea and ashore for over three months. The passage through which they passed to the sea is in latitude $14^{\circ} 32'$ South, and is known by three islands, which Cook named the Islands of Direction.

On the 15th, they steered a Westerly course, so as to discover the still unascertained passage between Australia and New Guinea. Again they narrowly escaped shipwreck on a terrible reef, towards which they were driven; but a breeze sprang up and saved them. Providence Channel was the name given to an opening through which they passed to safety.

On the 18th, Forbes Islands were discovered, likewise Cape Grenville and Temple Bay.

At this time, Cook formally planted the British flag, and took possession of all the Eastern coast from the 38^{th} of S. latitude, in the name of King George. They now advanced to the Northern extremity of the islands, and viewed the open sea to the Westward, giving their name to Prince of Wales Islands. Between the island and the mainland is a passage, which he named Endeavour Straits.

On the 24th August, 1770, they left the coast of New South Wales and steered for the coast of New Guinea, passed through the Torres Straits, and established the fact that New Holland and New Guinea were separate islands.

On the way homewards, Cook called at Batavia, and was received with much hospitality by the only English gentleman there, a Mr. Leith. He waited on the council of the Dutch East India Company, the Governor of which ordered him a supply of cash for the purpose of re-fitting the *Endeavour*, as by this time this gallant navigator seems to have run short of money.*

Having set sail from Batavia on the 27th of December, 1770, and, calling at various ports, the *Endeavour* found herself in the following February on the way to the Cape of Good Hope.

Death was making sad havoc in the ship's company. To use Lieutenant Low's words: "The fatal seeds of disease the people had imbibed at Batavia began now to appear in dysenteries and low fever. In a short time the ship was little better than a hospital, and almost every night a corpse was committed to the sea. Mr. Banks was among the number of the sick, and for some time his life was despaired of. In the course of six weeks they buried Mr. Sporing, a gentleman of Mr. Banks' retinue; Mr. Parkinson, his natural history painter; Mr. Green, the astronomer; the boatswain; the carpenter and his mate; Mr. Monkhouse; the sail-maker and his assistant; the cook; the corporal of marines; two of the carpenter's crew; a midshipman; and nine sailors—in all, three and twenty persons."

To this bill of mortality must be added seven persons buried at Batavia.

On the 15th March, at 10 p.m., the *Endeavour* came to anchor off the Cape, and the Governor offered all hospitality and assistance. They stayed a month to recruit, and take in stores, &c., setting sail on the 15th April; and on Monday, 1st May, reached St. Helena.

On the 4th, they set sail, in company with the Portland man-of-war with her convoy of East Indiamen. The larger craft were found to outsail the gallant little *Endeavour*, and Captain Cook sent, by Captain Elliott, of the *Portland*, despatches to the Admiralty.

* I cannot but wonder at the scarcity of money on the *Endeavour*. Of course, it must have been quite accidental, for none of the party had any opportunity of spending in Australia or New Zealand.

Two more deaths took place on the homeward voyage, and their bodies committed to the deep. At last, to their inexpressible joy, the cry of "Land ho!" was heard from the masthead, and they knew the Lizard had been sighted.

This was on the 10th of June; next day, a fair wind carried them up the Channel, Beachy Head was passed on the morning of the 12th, and at three o'clock they were safely lying in the Downs.

In the introduction to his second voyage, Cook thus simply sums up the first. He says: "I was ordered to proceed to Otaheite, and after astronomical observations should be completed, to prosecute the design of making discoveries in the South Pacific Ocean by proceeding to the South as far as latitude 40° ; then, if I found no land, to proceed to the West between $40'$ and $35'$, till I fell in with New Zealand, which I was to explore; and thence to return to England by such route as I should think proper. In the prosecution of these instructions, I sailed from Deptford the 30th July, 1768; from Plymouth, the 26th August; touched at Madeira, Rio de Janeiro, and Strait le Maire; and entered the South Pacific Ocean, by Cape Horn, in January the following year.

"I endeavoured to make a direct course to Otaheite, and in part succeeded; but I made no discovery till I got within the tropics, where I fell in with Lagoon Island, The Groups, Bird Island, Chain Island; and, on the 13th of April, arrived at Otaheite, where I remained three months, during which time the observations on the transit were taken.

"I then left it, discovered and visited the Society Isles and Ohetoroa, thence proceeded to the South till I arrived in latitude 40° , 22 South longitude, 147° , 29 W.; and on the 6th of October, fell in with the East side of New Zealand.

"I continued exploring the coast of this country till the 31st of March, 1770, when I quitted it, and proceeded to New Holland; and, having surveyed the Eastern coast of that vast country, which part had not before been visited, I passed between its Northern extremity and New Guinea, landed on the latter, touched at the Island of Savu, Batavia, Cape of Good Hope, and St. Helena, and arrived in England on the 2nd of July, 1771."

Thus happily ended Cook's first great voyage of discovery, after an absence from England of two years, nine months, and fourteen days.

In looking back over this memorable voyage, it is fair to own that Cook's theory of dealing with the savage tribes he encountered was based on humane and reasonable principles. It was somewhat difficult to carry these principles into practice. These wild creatures naturally resented the invasion of their coasts by white strangers totally ignorant of their language, customs, and religions. Hence, unhappily, tyrant force had to be used in order to terrify and subdue them, and bloodshed led to further bloodshed.

The rules he laid down for the guidance of his ship's company were as follows:

1. To endeavour by every fair means to cultivate a friendship with the natives, and to treat them with all imaginable humanity.

2. A proper person or persons will be appointed to trade with the nations for all manner of provisions, fruit, and other productions of the earth; and no officer, or seaman, or other person belonging to the ship, except such as are so appointed, shall trade, or offer to trade, for any sort of provisions, fruit, or other productions of the earth, unless they have leave so to do.

3. Any person employed on shore, on any duty whatsoever, is strictly to attend to the same; and if, by neglect, he loses any of his arms, or working tools, or suffers them to be stolen, the full value thereof will be charged against

his pay, according to the custom of the Navy in such cases; and he shall receive such further punishment as the nature of the case may deserve.

4. The same penalty will be inflicted on every person who is found to embezzle, trade, or offer to trade, with any part of the ship's stores, of what nature soever.

5. No sort of iron, or anything that is made of iron, or any sort of cloth, or other necessary articles, are to be given in exchange for anything but provisions.

There cannot be a doubt as to what Cook's sentiments and wishes on this subject were, but his benevolent designs were too often frustrated by the actions of his subordinates. That these primitive savages have some sense of justice is illustrated by the following incident. Soon after reaching Otaheite, and after establishing friendly relations with the natives, Dr. Solander and Mr. Monkhouse found that, during a feast, their pockets had been picked, the one of a snuff-box, the other of an opera-glass. Mr. Banks, on hearing this, started up from where he was sitting, and struck the butt end of his musket violently on the ground. On this, most of the natives ran away, but the chief remained. He was much distressed, and though he had nothing to do with the theft, he offered Mr. Banks several pieces of native cloth as compensation. On Mr. Banks refusing to accept these, he went out, and in half-an-hour returned with the snuff-box and the empty case of the opera glass. When his attention was drawn to the absence of the glass, he took Mr. Banks by the hand, and led him towards the shore at a rapid pace. They reached a house, followed by Dr. Solander and Mr. Monkhouse, where a woman received them with friendly signs. Some beads were given to her, and she went out, bringing back the opera glass in a few minutes. The beads were now returned, and cloth forced on Dr. Solander, so that he could not well refuse it, though he gave a present in return. Many other such instances of a sense of fairness and equity must be put to the credit of these untaught children of nature.

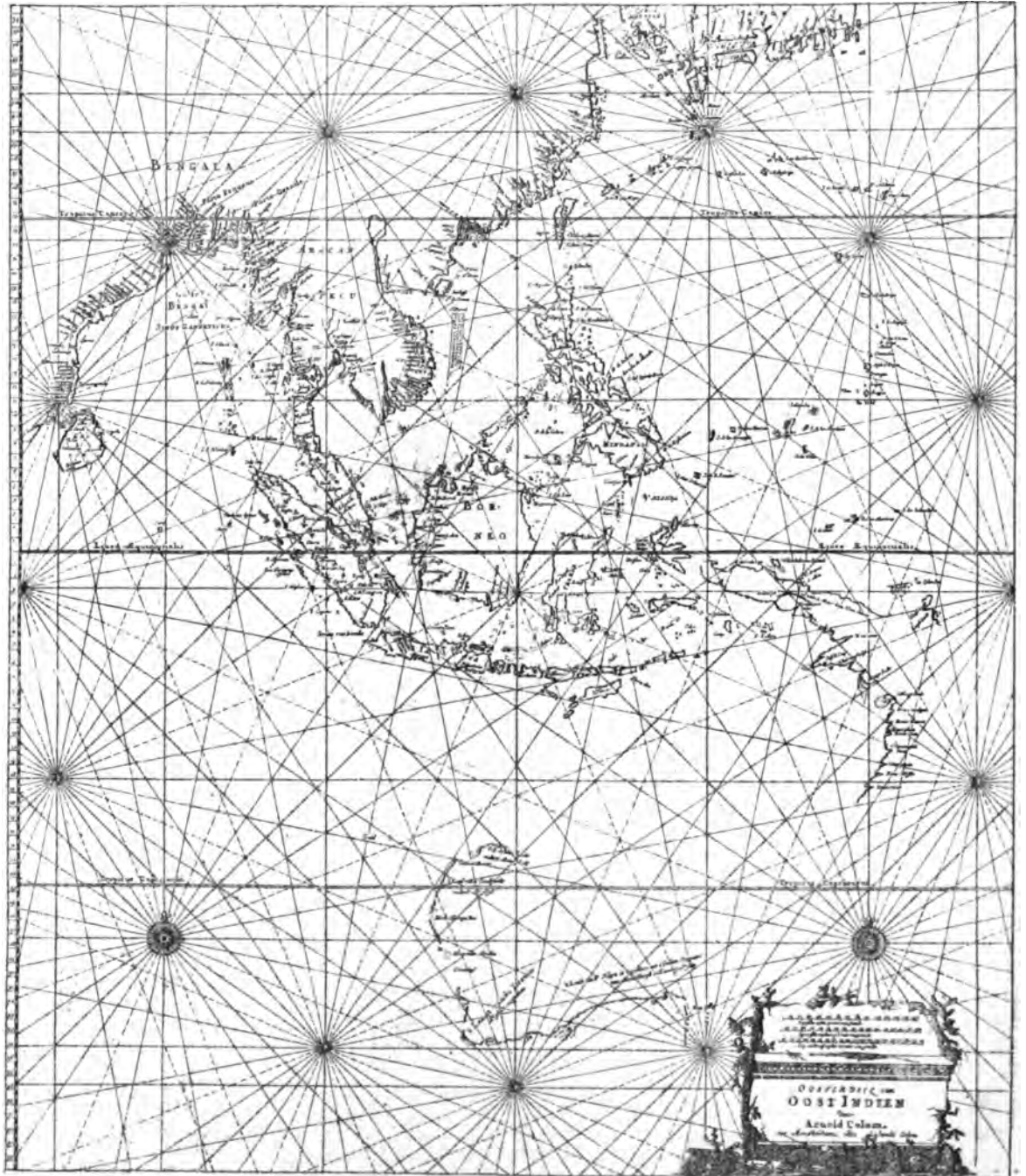
There are one or two points in connection with the rules and regulations of the Admiralty of Cook's period which may be of interest. When appointed to the command of the *Endeavour*, he held the position of Master in the Navy. This post, which has been abolished over thirty years, was followed by that of Navigating Lieutenant, which has also been done away with.* Mr. Besant tells us, in his *Life of Cook*, that the duties of Master were shortly as follows:—"To navigate the ship under the directions of his superior officer, to see that the logbook was kept, to inspect all stores and provisions, to stow the hold, trim the ship, take care of the ballast, to observe coasts, shoals, and rocks, and to sign vouchers and accounts. In other words, he was the chief executive officer on board."

The pay varied from £4 a month on board a Sixth Rate, to £9 2s. a month on a First Rate. The surgeon was paid £5 a month; the captain eight guineas a month on a Sixth Rate, and £28 a month on a First Rate.

The weekly rations of the men were seven pounds of biscuits, seven gallons of beer, two pounds of pork, four pounds of beef, one quart of pease, three pints of oatmeal, six ounces of butter, twelve ounces of cheese.

Mr. Besant makes the following comparison, showing that the Jack Tar of a century ago fared, on the whole, rather better than the Blue Jacket of to-day:—

* I make this statement on the authority of Mr. Besant; but since setting it down, I notice that the post still appears in the Navy List.



Maritime Chart of the East Indies, by Arnold Colom of Amsterdam.

100

Allowance per diem for each man:—

1780.	1890.
One pound of biscuit.	One pound and a quarter of biscuit.
One gallon of beer.	One ounce of cocoa, one quarter-ounce tea, two ounces sugar, half gill rum.
Six-sevenths of a pound of meat.	One pound of meat.
One-seventh of a quart of pease.	Half-a-pound of vegetables.
Three-sevenths of a peck of oatmeal.	No oatmeal, butter, or cheese.
Six-sevenths of an ounce of butter.	
One and five-sevenths of an ounce of cheese.	

Certainly the quantity of beer allowed is liberal in the extreme, and we cannot but reflect what a considerable cargo of that beverage must have been taken on board. On foreign voyages, however, when beer ran short, half-a-pint of rum, arrack, or brandy, might be substituted. This is a great contrast from the half gill with which the modern men-o'-warsman has to content himself.

No tobacco was served out, but the purser could sell it to the men in quantities not exceeding two pounds for each man per month. Half-a-pound of tobacco per week is certainly a noble allowance.

I have already alluded to the circumstance of the preference shewn to Cook by the Admiralty over Dalrymple, on the ground that the latter was not a sailor. This caused a rancorous jealousy on the part of Dalrymple, quite unworthy of so distinguished a man. We read that when at the capture of Manilla by the English, in 1762, it was found that Torres, in sailing along the South coast of New Guinea, had, unknown to himself, passed through the Torres Straits, Dalrymple, the Admiralty Hydrographer, "paid a fitting tribute" to Torres, by giving them the name which they have ever since retained. But was not his underlying motive a desire to obscure the name of the great circumnavigator, whom he considered his supplanter? The Dutch disbelieved in the existence of such a passage, and sent Tasman, in 1644, to report upon the matter, and he failed to find it.

Again we find Dalrymple doing Cook a further injustice, by stating that he had examined certain maps before he sailed, which led him to the discovery of what he called Endeavour Straits. In a note to his work on Australia, Mr. Rusden makes the following remarks in this connection:—

"How little," he says, "the maps of the sixteenth century could have aided him! The Dauphin map, 1530, is extolled as laying down the coast of New Zealand. But it makes the land continuous from the East Cape of New Zealand to Cape York in Australia. Moreover, it does not shew New Guinea. In one of the maps of the period, made at "Dieppe, par Nicolas Desleins, 1566," and preserved at the Bibliotheque Nationale, Paris—the same features occur; and between Java la Grande, or Australia (which is represented as extending far Southward of the latitude of Cape Horn), and the Cape of Good Hope, a large island is shewn, occupying about seven degrees of longitude, and nearly five of latitude. On the principle of *omne ignotum pro magnifico*, it is

appropriately styled Isle des Geantz. Perhaps Swift had his eye upon this map in satirically choosing the same place for his Liliput."

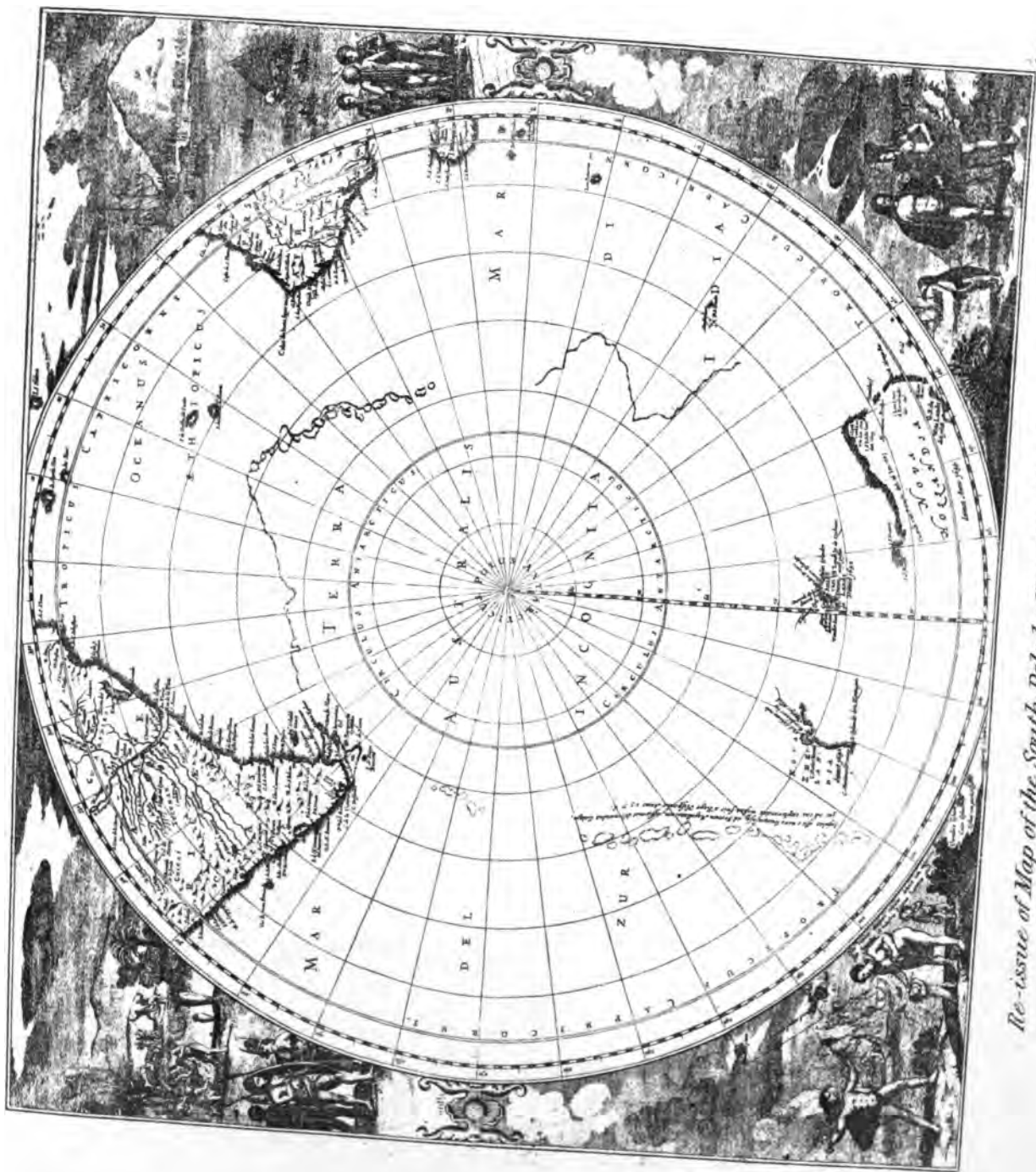
Here is Cook's own description of the discovery. "We climbed the highest hill, which was not more than three times as high as the mast head, and the most barren of any we had seen. From this hill no land could be seen between the South-west and the West-south-west, so that I had no doubt of finding a channel through. The land to the North-west of it consisted of a great number of islands, of various extent and different heights, ranged one behind the other, as far to the Northward and Westward as I could see, which could not be less than thirteen leagues. As I now was about to quit the Eastern coast of New Holland, which I had coasted from 38° to this place, and to which I am confident no European had ever been before, I once more hoisted English colours; and though I had already taken possession of several particular parts, I now took possession of the whole Eastern coast from latitude 38° to this place, latitude 10 $\frac{1}{4}$ ° S., in right of His Majesty King George III., in the name of New South Wales, with all the bays, rivers, and islands situate upon it; we then fired three volleys of small arms, which were answered by the same number from the ship. Having performed this ceremony upon the island, which we called Possession Island, we embarked in our boat, but a rapid ebb setting N.E. made our return to the vessel very difficult."*

The number of islands which crowd the Torres Straits probably explains why Tasman supposed the land to be continuous.

The account of Cook's first voyage was not written by himself, which is much to be regretted. It was thought that advantage would be gained by placing his journal in the hands of Dr. Hawkesworth, a writer of the day, noted for his learning and grace of literary style. He undertook the work, for which he was paid a large sum, and certainly displayed great erudition. It is written in the first person, as if Cook was the narrator, but the plain blunt mariner is completely lost in the mist of scholarship which surrounds his phraseology. The antics of some savages in a remote South Sea Island, are supposed to remind the untutored Cook of the athletic sports of Corinth and Athens. He is made to speak to his *female* readers of Fénelon's Telemachus, and talk learnedly of writings imputed to Ælian and Apollonius Rhodius. Dr. Hawkesworth had previously written the voyages of Byron, Wallis, and Carteret; and regarding his productions, Mr. Besant aptly remarks: "It must be owned that the author of this literary job was careful to preserve every incident recorded in the journals, yet their mode of presentment robbed the journals entirely of their personal element, which is the chief charm in all books of travel. Wallis and Carteret have disappeared altogether. Cook himself is invisible under the classic garments with which he is arrayed. When we read of the 'poetical fables of Arcadia,' of the 'Purpura of the Ancients,' we feel the felicity of passing Cook through a classical mill."

Instead of the simple and sailor-like, but expressive, "Douse the glim," we have the grandiloquent "extinguish that nocturnal luminary," a painfully incongruous and disappointing state of affairs. We cannot but be thankful that we have Dampier's voyages *in puris naturalibus*, with a saltness of the sea about them which keeps them ever fresh and wholesome. Fortunately, the

* *Cook's First Voyage round the World*, by Hawkesworth, vol. III., folio 616.



Re-issue of Map of the South Pole by Henricus Hondius, circ. 1656-7



learned Doctor did not lay his super-classical hands on Cook's subsequent journals.

However meagrely the Admiralty rewarded the services of Cook, he was, nevertheless, the recipient of unstinted praise and high honour. On their arrival in the metropolis, he and his companions received a hearty welcome and sumptuous entertainments, both from the scientific world and the highest ranks of fashionable society. They were likewise presented to the King at St. James' Palace, when Cook exhibited his journal, charts, and maps, and the other explorers their zoological, botanical, and other specimens. Whatever praise and glory he received at the time, however, was trifling compared with that bestowed upon his memory when the real grandeur of his discoveries became manifest, and a new nation was founded in the Southern Sea.

It is a singular coincidence that when Cook's ship, the *Endeavour*, was leaving Doubtless Bay, in the North Island of New Zealand, a French navigator, named De Surville, was quite close to the island, and neither mariner knew of the other's presence. It seems that a rumour had become current that the English had discovered an island of gold in the Southern Sea; hence, the presence of the Frenchman. In December, 1769, he cast anchor in Doubtless Bay, landing immediately afterwards. The natives were extremely friendly, supplying the strangers with food and water. One day, as a party of invalids were endeavouring to reach the ship they were driven back, and being detained by inclement weather, were attended to with the utmost kindness by a chief, named Naginoui. When the tempest had abated, one of the ship's boats was missing. De Surville suspected the natives; and having, with friendly assurances, induced Naginoui to come on board his ship, he put him in irons. In addition to this insult, he burnt the village in which his sick had been cherished in their hour of need. He carried the chief away from his native land, and in *Abbé Rochon's Voyages* (1791), we read: "Naginoui did not survive his capture long; he pined for fern-root, wept that he would never again behold his children, and died of a broken heart eighty days after his seizure. Men's evil deeds are occasionally punished in this world, and so were De Surville's, for eleven days after Naginoui's death he was drowned in the surf when landing at Callao, in Peru."

Says the same author: "Amongst all nations, crime begets crime; and retaliation, not forgiveness, is the ruling principle in the human breast. Three years after Naginoui's capture, and not far from the scene of it, Marion du Fresne, another Frenchman, landed in New Zealand. It was on the 11th of May, 1772, that this unfortunate man anchored his two ships between Te-Wai-iti Whais Island and the Motu Arobia (the Motuaroo of navigators) in the Bay of Islands."

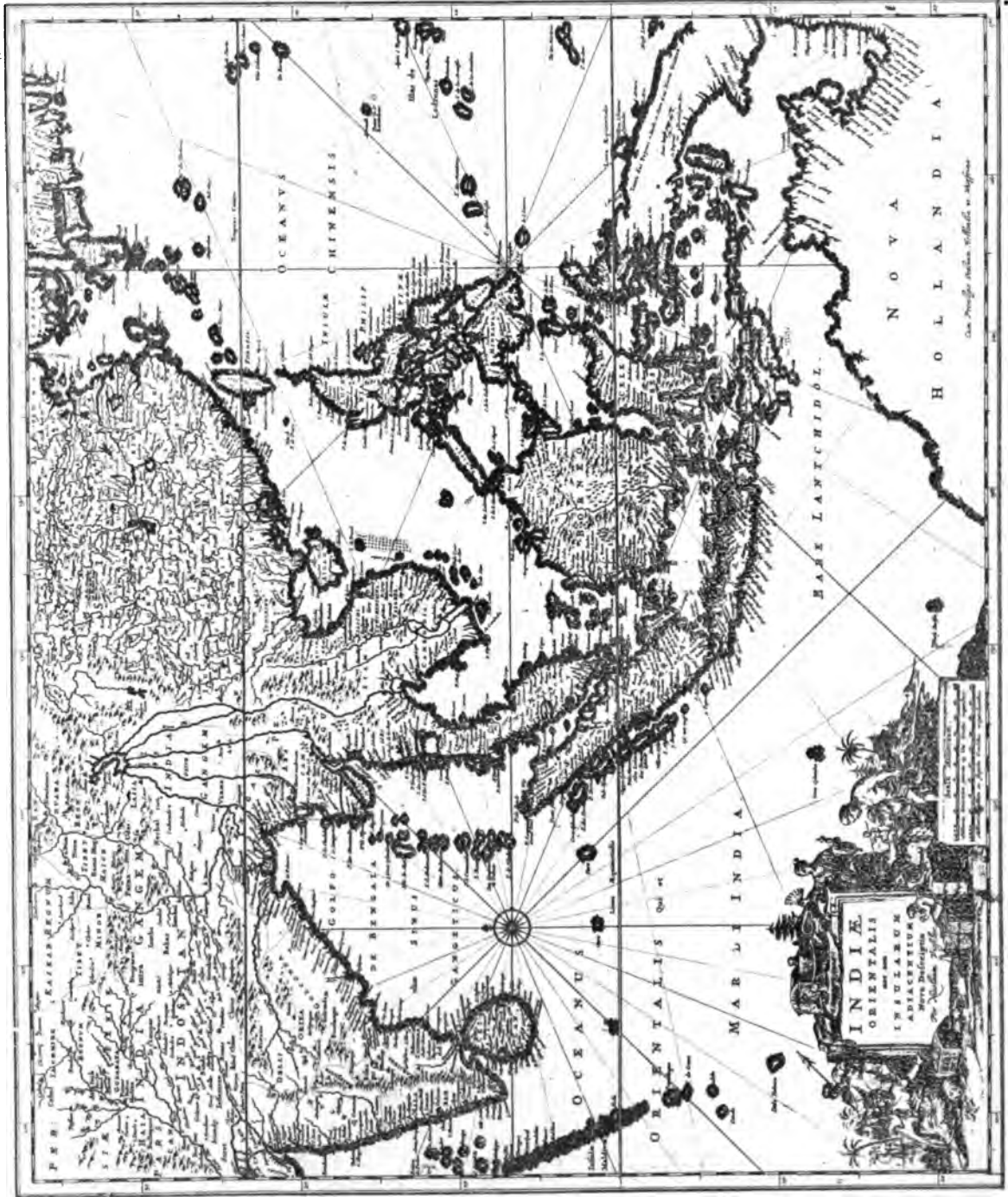
He sailed in the *Mascarin*, accompanied by the Marquis de Castries, from the Mauritius, early in the year 1772, chiefly in search of the Southern Continent, arriving off the West coast of Tasmania on the 3rd day of March, being the first European to visit that island since the time of Tasman. Steering South-east, and then Northward, he coasted on the rocks and islands on the Southern side, till he reached Frederick Hendrick's Bay of Tasman. On landing, the natives were extremely friendly; but for some reasons which do not appear, became quarrelsome, and finally attacked the Europeans. Both Marion du Fresne and De Castries were wounded, and it was only after repeated volleys of firearms that they were enabled to beat off their fierce opponents.

Not being able after this to procure water, or conciliate the natives, Du Fresne sailed for New Zealand, where he was massacred. Various accounts have been given of this catastrophe. One by Crozet, captain of the *Mascarin*, is as follows: "His masts being damaged, and not being able to find any trees in Van Diemen's Land suitable for making new ones, he looked out for them here (Bay of Islands, New Zealand). He found excellent pines, but at such a distance from the shore that he was obliged to cut a road through the dense woods for three miles. The natives appeared on the best terms with them, and Du Fresne had one party of men on an island in the bay cleaning the casks preparatory to re-filling them with fresh water. Another party was in the woods cutting down trees. After thirty-three days of peaceful intercourse, Captain Du Fresne is represented as setting out one evening to visit his different parties at their work. He had been to the waterers on the island, and had gone to a 'hippah' of the natives on a hill, where he was accustomed to call on his way into the woods, where Capt. Crozet was superintending the operations of the wood-cutters. Here, it is said, he was suddenly and unexpectedly set upon and murdered, together with his few attendants, and the boat's crew awaiting him on shore.

The alarm was given to Captain Crozet in the wood, who managed to get on board, with all his people, safe, but had scarcely put off from the shore when a host of natives set up their song of defiance, and discharged volleys of stones at them. An attack was then planned against the waterers on the island by night, but was defeated. This having failed, a hundred large canoes openly attacked the ships themselves, and paid dearly for their temerity. As it was impossible to procure the necessary timber without driving the hostile natives from the neighbourhood, Captain Crozet determined to attack and destroy their 'hippah.' The natives boasted that he would find it impregnable; but he soon carried it, killing many of them, and putting the rest to flight. After this, he completed his operations in peace; and, after an abode of sixty-five days in the Bay of Islands, sailed thence for the South Sea Islands."

Such is the French version of the story of the murder of Du Fresne and his boat's crew, as given by Crozet; but the New Zealanders themselves tell a very different tale.

This is what Dr. Thomson says in his *Story of New Zealand*:—"Crozet, in his narrative, repeatedly states that the French gave no cause of offence; that, up to the fatal day, nothing could exceed the apparent harmony in which both races lived. 'They treated us,' says Crozet, 'with every show of friendship for thirty-three days, with the intention of *eating us* on the thirty-fourth.' Such is the French account of Du Fresne's massacre. The native version of the affair I accidentally heard on a singular occasion. During the Winter quarter of 1851, the French corvette *l'Alcmène*, thirty-two guns, Commander Count d'Harcourt, was totally wrecked, and ten lives lost, on the West coast of New Zealand, the opposite side of the island, but only 50 miles distant from the scene of Du Fresne's massacre. As several men were severely wounded when the ship foundered, the Governor requested me to go and assist their transit across the country to Auckland. When so employed, I awoke one night, and saw a crowd of New Zealanders talking earnestly round a fire. There were upwards of a hundred French sailors, and nearly two hundred natives plunged in sleep in the open air all about. Hearing the name of Du Fresne mentioned, I pretended to sleep, and listened to the conversation. I gathered that two vessels, commanded by Du Fresne belonging to the same nation as the shipwrecked sailors, visited



Map of the East Indies by N. J. Wisscher (the Younger) published 1657-58.





the Bay of Islands, and that a strong friendship sprang up between both races, and that they planted the garlic which flavours the milk, butter, and flesh of cows fed in that district. Before the Wiwis, as the French are now called, departed, they violated sacred places, cooked food with tapued wood, and put two chiefs in irons; that, in revenge, their ancestors killed Du Fresne and several of his crew, and in the same spot the French burned villages, and shot many New Zealanders.

“Civilized men, who judge savage races by civil laws, may deem the native cause assigned for Du Fresne’s massacre frivolous; but those acquainted with the ancient customs of the New Zealanders must admit that violating sacred places, and enslaving sacred chiefs, are ample provocations to strife. The circumstance related of the natives having ceased visiting the ships before Du Fresne’s massacre was a sure proof of hostility. It also affords evidence that the whole tale is not told, and that Crozet’s narrative is garbled.”

I have introduced the foregoing short sketch of these French expeditions, partly because they were undertaken at the same period, and with the same object as that of Captain Cook, and partly to illustrate how this system of trifling with the religious sentiments of the natives has led to terrible disaster. A fatal error of this kind robbed us of Captain Cook, to whose death I shall shortly refer hereafter.





COOK'S SECOND VOYAGE.

IN the simple words of this truly great man, James Cook:—
“Soon after my return in the *Endeavour*, it was resolved to equip two ships to complete the discovery of the Southern Hemisphere.”

He had returned to his home on June 12th, 1771. Two of his children had died during his absence. His wife was living at Mile End Old Town, near where is now the People's Palace. He had put in order his papers, &c., and handed them in to the Admiralty, and if ever a man needed rest it was he. His active mind, however, found vent in at least one publication, “An account of the flowing of the tide in the South Sea, as observed on board His Majesty's barque, the *Endeavour*.” He had given his country Australia and New Zealand, and modestly hoped that he would be promoted to the rank of post-captain. The Government of the time thought the position of Commander a sufficient recompense for a continent, and we do not know that he grumbled.

The burning question of a Southern Continent was again started by the publication of Cook's first voyage. He had not yet found it. Australia and New Zealand had nothing to do with the matter.

It is almost incredible to reflect that little more than a century ago, during the lifetime of fathers of men now alive and well, such views were held regarding a great undiscovered country. Dr. Kippis,* Cook's biographer, thus writes in 1788: “The writer of this narrative fully remembers how much his imagination was captivated, in the more early part of his life, with the hypothesis of a Southern Continent. He has often dwelt upon it with rapture, and been highly delighted with the authors who contended for its existence, and displayed the mighty consequences which would result from its being discovered. Though his knowledge was infinitely exceeded by that of some able men who had paid a particular attention to the subject, he did not come behind them in the sanguineness of his hopes and expectations.”

“Its longitude,” says Dalrymple, “is as much as that of all Europe, Asia Minor, and to the Caspian Sea and Persian, with all the islands of the

* Mr. Besant draws attention to this in his *Life of Cook*.

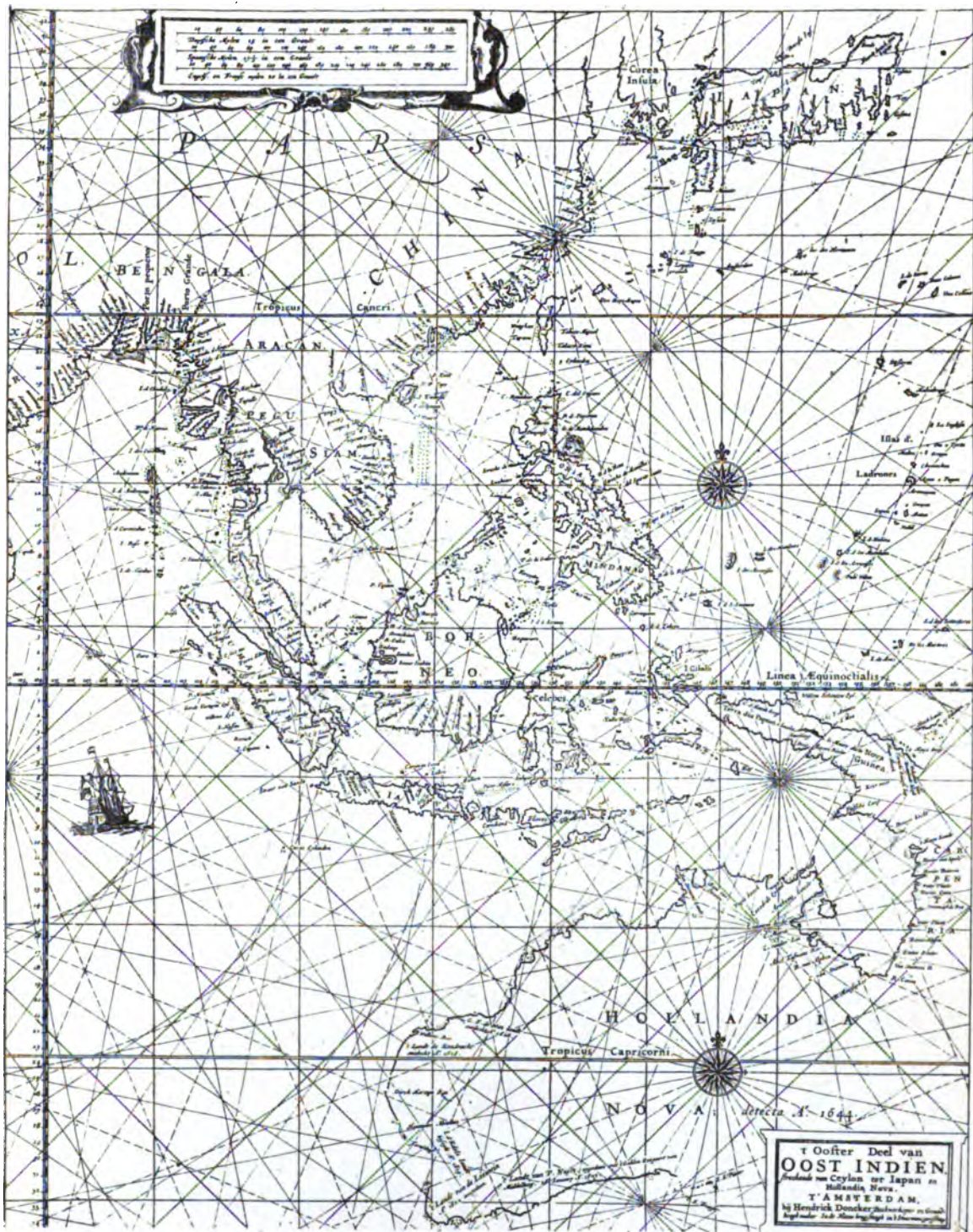


Chart of the East Indies by Hendrick Doncker 1660.

Mediterranean and Ocean, which are in its limits embraced, including England and Ireland. That unknown part is *a quarter of the whole globe*, and so capacious that it may contain in it double the kingdoms and provinces of all those your Majesty is at present lord of, and that without adjoining to Turks, or Moors, or others of the nations which are accustomed to disquiet and disturb their neighbours."

This reads like a sixteenth century statement, and not like one belonging to the end of the eighteenth.

The order came to Cook to go to and find this wondrous continent. The Earl of Sandwich was then First Lord of the Admiralty, and appears to have selected him without hesitation; although Wallis and Carteret had likewise high reputations, and infinitely more family influence, which went a long way in those days, as it does still. The date of his commission was 28th November, 1771.

The *Endeavour* had been sent out to the Falkland Islands as a store ship; therefore, two other vessels, of somewhat similar design, and made by the same builders, were purchased from Captain William Hammond, of Hull. Both were good Whitby vessels, of the *Endeavour* stamp, the larger one named the *Resolution*, of 462 tons burden; and the smaller, the *Adventure*, of 336 tons. The first was fitted out at Deptford, the second at Woolwich. Cook was appointed to the *Resolution*; and Tobias Furneaux, who had been second lieutenant to Captain Wallis, was promoted to command the *Adventure*. The dreadful mortality on board the *Endeavour* caused Cook to take special precaution against scurvy, and his successful efforts in this direction alone would entitle him to the gratitude of his countrymen, irrespective of his great achievements as a navigator. He substituted wheat for oatmeal, reduced the quantity of oil, and supplied its place with sugar, likewise taking on board stores of malt, sauer-kraut, salted cabbage, portable broth, lemon-juice, saloop, mustard, marmalade, carrots, and inspissated juice of wort, from which beer could at once be made. Some of these articles were experimental, and others well known for their antiscorbutic qualities.

The *Resolution* had a complement of 112 officers and men; while the *Adventure* carried a ship's company of 81.

Dr. Solander and Mr. Banks had intended accompanying this expedition; but considering the accommodation on board inadequate for their requirements, abandoned the project.* So great, however, was the enthusiasm exhibited, regarding the search for the Great South Land, that according to Boswell, even Dr. Samuel Johnson himself contemplated being one of the party. If this were the case, we cannot but regret that he did not carry out his intention. A record of the voyage from his inspired pen would have thrown additional lustre on Cook's great achievement.

In addition to the usual boats, the frame of a small vessel of twenty tons was carried by each ship, in case of emergency, and a number of medals were struck bearing the King's head on one face, and a representation of the two ships on the obverse. An astronomer accompanied each ship, Mr. William Wales being appointed to the *Resolution*, and Mr. William Bayley to the *Adventure*. Mr. William Hodges, a landscape painter, was engaged to make drawings of places and people; and two German naturalists, John Reinhold Forster and George Forster, his son, were sent to look after their own department of science.

* Another version of this story is that Banks somehow incurred the enmity of a high Admiralty official, who used his influence to prevent his sailing with Cook on his second voyage.

In the museum at Whitby is a so-called model of the *Resolution*. She is a stout three-masted vessel, broad in the beam, speed being less her object than strength. Her figure-head is a black savage, with spear and shield; she has no bulwarks, but a strong timber railing runs round her, giving her a sort of hurricane deck, open to the sweep of the seas, which latter peculiarity is probably an error on the part of the modeller. Her upper deck is nearly flush, the quarter-deck being raised about a foot. There are no cabins or rooms on the upper deck, which is left entirely unprotected. She is pierced for twenty-six guns, which is probably another inaccuracy, since the *Resolution* carried only twelve, though pierced for sixteen. When one thinks of a hundred and twelve men living on the small vessel, with live stock, consisting of bulls, cows, rams, ewes, goats, and fowls, one cannot but admire the patience and endurance of the sailors who sailed the seas a century ago. George Forster, the younger of the two naturalists just referred to, wrote an account of this voyage, which appeared in 1777. It was regarded as a breach of confidence,* and its publication was so strongly resented by the Government that the Forsters were offered no further appointments, and eventually went back to Germany.

The *Resolution* set sail from Deptford on the 9th April, 1722, and after being joined by the *Adventure*, was detained by adverse winds till the 10th of May. The rigging of the former was found to be too heavy for the hull, and she was considered too "crank" to continue her voyage until alterations were made. These were effected in Sheerness, and on the 22nd of June she again weighed anchor, joining the *Adventure* in Plymouth Sound on the 3rd July. After being inspected by Lord Sandwich and Sir Hugh Palliser, the ships set sail for Madeira on the 13th of July.

On the 29th, they anchored in Funchal Roads, and after taking in fresh stores, sailed again on the 1st August. Running short of water, they touched at Porto Praya, in the Island of St. Jago, anchoring off Cape Town on the 30th of October. There they were informed by the Governor that a French ship had discovered land in the meridian of the Mauritius, in latitude 48°; and also that in the previous March, two French ships, under Captain Du Fresne, had touched at the Cape, *en route* for the South Pacific. This voyage I have already referred to. On the 22nd of November, the expedition left the Cape, and steered a course towards Cape Circumcision, which was their first object of search. The weather turning out very cold, jackets and trousers were served out, made of stout flannel called "fearnought." They encountered heavy gales, with hail and snow, and were driven far to the Eastward of their course. Nearly all their live stock (sheep, hogs, and geese, shipped at the Cape) died through the sudden transition from heat to cold.

On the 10th of December, an island of ice was seen in latitude 50°, 40' S., and 2° 0' of the Cape of Good Hope. In thick, hazy weather, with sleet and snow, the ships continued their course, the *Resolution* leading, and soon found themselves among icebergs, or ice-rocks, as Captain Cook called them. The ships were in great peril, owing to the enormous pressure of packed ice which surrounded them, and the cold was so intense that an iceberg, which was examined, had no water running down its sides, as is usually the case in Summer. Still, for six weeks, Cook kept on pushing South whenever an opening occurred. Several cases of scurvy appeared among the crew, which were cured by doses of fresh

* See Appendix, "Cook's Letter to Dr. Douglas."

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wort. Christmas Day was spent, according to Forster, with the usual cheerful hilarity, by officers and passengers; and, by the crew, with "savage noise and drunkenness, to which they seem to have particularly devoted the day." The naturalist, seemingly, was highly discontented with his surroundings, and speaks feelingly of "the gloomy uniformity with which we slowly passed dull hours, days, and months in this desolate part of the world. We were perpetually wrapped in thick fogs, beaten with showers of rain, hail, sleet, and snow, surrounded by innumerable islands of ice, against which we daily ran the risk of being shipwrecked, and forced to live upon salt provisions, which concurred with the cold and wet to infect the mass of our blood." Cook himself, however, never seems to have found time hang heavy on his hands; but, then, he may be said to have been in his native element, whereas Forster was, in a sense, "a fish out of water." Having reached latitude $67^{\circ} 15' S.$, even the redoubtable Cook seems to have had enough of it, and concluded to 'bout ship and steer North. "Very natural," says Forster, "that our people, exhausted by fatigue and the want of wholesome food, should wish for a place of refreshment, and rejoice to leave a part of the world where they could not expect to meet with it."

They had certainly endured many hardships, and suffered severely from various causes, although Cook denies that scurvy was so rife as Forster describes. The Antarctic circle had been crossed on the 17th of January, 1773, and search made in vain for the land said to have been seen by the French captain in the longitude of the Mauritius. On the 8th February, during thick weather, the *Adventure* became separated from the *Resolution*; and though, according to arrangement, Cook had cruised for three days about the spot where his consort had been last seen, burning blue lights and firing guns, he was compelled to abandon the research. On the night of the 17th, the Aurora Borealis was seen, and cast a light sufficiently strong to allow a book to be read.

It was in the middle of March, when the Antarctic summer was nearly over, that Cook shaped his course Northward, to the great delight of Forster. His intention had been to visit Van Diemen's Land, but the wind was adverse, so he steered for New Zealand.

On Friday, the 26th March, after 117 days at sea, and sailing over 3,660 leagues (10,000 miles), the *Resolution* entered Dusky Bay, at the South-west end of the Middle Island.

"There ended," says Forster, "our first cruise in the high Southern latitudes. . . . Our whole course from the Cape of Good Hope to New Zealand was a series of hardships which had never been experienced before. All the disagreeable circumstances of the rails and rigging shattered to pieces, the vessel rolling gunwale to, and her upper works torn by the violence of the strain. . . . We had the perpetual severities of a rigorous climate to cope with. Our seamen and officers were exposed to rain, sleet, hail and snow; our rigging was constantly incrustated with ice, which cut the hands of those who were obliged to touch it; our provision of fresh water was to be collected in lumps of ice floating on the sea, when the cold and saline element alternately numbed and scarified our sailors' hands."

This is a true landsman's view of the matter; and, of course, what appeared to him extreme hardship, would be treated as a matter of course by Cook and his crew. Cook had seen far worse weather and a lower thermometer off the coast of Labrador.

A secure harbour having been found, the ship was moored to the shore, her

yards being locked in the overhanging trees, and a stream of fresh water within a hundred yards of her stern. Here they made themselves very comfortable, and at Cook's suggestion, brewed some capital beer from the leaves of a tree resembling the American black spruce. Shooting and fishing parties went out constantly, and had friendly intercourse with the natives. In pursuance of his desire to benefit the countries he visited, Cook left five geese, brought from the Cape, in a retired cove, which was named Goose Cove. A garden was likewise dug, and seeds sown.

On the 28th of April, the *Resolution* again weighed anchor, but encountering adverse winds, did not fairly put to sea until the 11th May. They then proceeded along the West coast towards Queen Charlotte's Sound, between the two islands. At five o'clock in the morning of the 18th of May, they fired some guns, and were saluted by Captain Furneaux with a salvo of thirteen guns. Great joy was manifested on both sides at the meeting of the two ships; and it appeared that after the separation, Furneaux had cruised about for several days, firing guns in the hope of being answered by the *Resolution*. Friendly relations were established with the natives, considerable trade done, and the coast explored.

On the 7th of June, 1773, both ships put to sea, intending to explore all the unknown parts of the ocean between the meridian of New Zealand and Cape Horn. They steered a North-west course, and got into warmer weather, when news came to Cook that scurvy had broken out on board the *Adventure*. Their cook had died, and twenty men were on the sick list. Fresh vegetables were absolutely necessary for their cure, and accordingly a course was made for Otaheite. They sighted several small islands, and arrived at Oaita-piha Bay on the 16th of August, after undergoing perilous risks of shipwreck on the surrounding reefs. The place was evidently to Mr. Forster's taste, and he bursts into rapturous prose—"Faint breezes," he says, "wafted delicious perfumes from the land, and curled the surface of the sea. The mountains rose majestic in various spiry forms. Everything seemed as yet asleep, the morning scarce dawned, and a peaceful shade still rested on the landscape."

Here is a pretty poetical picture of the people of Otaheite as drawn by Mr. Forster. As Mr. Besant puts it, "It seems to represent the emotion of the writer in recalling a fond memory of the delightful place he would never be privileged to visit again. Scientifically it is vague." The naturalist writes:—

"The men are all well proportioned, and some would have been selected by Phidias or Praxiteles as models for their masculine beauty. Their features are sweet and unruffled by violent passions. Their large eyes, their arched eyebrows and high foreheads give a noble air to their heads, which are adorned by strong beards and a comely growth of hair. The sex, the partners of their felicity, are likewise well formed; their irregular charms win the heart of their countrymen, and their unaffected smile and a wish to please, ensure them mutual esteem and love. A kind of happy uniformity runs through the whole life of the Tahitans. They rise with the sun, and hasten to rivers and fountains to perform an ablution equally reviving and cleanly. They pass the morning at work, or walk about till the heat of the day increases, when they retreat to their dwellings or repose under some tufted tree. There they amuse themselves with smoothing their hair and anointing it with fragrant oils; or they blow the flute and sing to it, or listen to the song of the birds. At the hour of noon, or a little later, they go to dinner. After their meals, they resume their domestic amusements, during which the flame of mutual affection spreads in

every heart and unites the rising generation with new and tender ties. The lively jest without ill nature, the artless tale, the jocund dance, and frugal supper bring in the evening, and another visit to the river, conclude the actions of the day. Thus, contented with their simple way of life, and placed in a delightful country, they are free from cares, and happy in their ignorance.

"Ihr Leben fließet verborgen Wie klare Bäche durch Blumen dahin."

The German naturalist describes a sort of earthly paradise, a modern Arcadia. Yet these were the men who, three years afterwards, shocked the world with a deed of blood.

On September 17th, the ships were again at sea. Cook's intention was to touch at the Tonga Islands, Middleburg and Amsterdam, before hauling up for New Zealand. At night they hove to, lest they should pass land in the darkness. On the 23rd, they discovered Hervey's Islands, but saw no inhabitants. On the 1st of October, they reached Middleburg; and, landing, entertained the natives with a tune on the bag-pipes. Three young native women sang "with a good grace;" and the chief afterwards came on board, dined, and was very friendly. They were now at the Tonga Islands, and Cook, in token of the gracious conduct of the savages, called them the Friendly Islands, by which name they are now known. Tasman, who had discovered them in 1642-3, had named the two principal islands Amsterdam and Middleburg.

Leaving Ea-oo-we, or Middleburg, the ship ran on to Tongatabu, and anchored in Van Diemen's Roads, in forty-seven fathoms. Barter and trade were freely conducted, and the two captains landed at the invitation of the chief, Attago. Then Cook entered into the idolatrous rites of the savages, making offerings on their altars. In this, he did wrong, as Monkhouse had done in the previous voyage, and to his abnegation of allegiance to his own religion, may be traced his ultimate sad fate. Great man as he was, his perception of right and wrong must have been subordinated to the convenience of the moment, and this, as we shall see, led to his death.

They met with some artful thieves here. One man got into the captain's cabin, stole some articles, and leapt through the port. Being pursued by the boats, he dived under them time after time, and finally unshipping the rudder, rendered the pursuing boat unmanageable, and so escaped. Mr. Wales lost his shoes and stockings, and so forth. The voyagers seem to have enjoyed themselves here, and bartered very successfully. Attago, the chief, however, insisted on being presented with a uniform similar to Captain Cook's! One very curious custom of these natives is noted. Nearly all the adults had lost the little finger of one hand, some of both; and it was conjectured that the amputation was made at the death of parents.

On the 7th of October, the expedition again weighed anchor, and a course was shaped for Queen Charlotte's Sound, to take in wood and water; and, after encountering a very heavy gale (during which the ships again became separated), and making various discoveries, arrived there on the 3rd of November. Harmonious intercourse was kept up with the natives, but here we find another unaccountable action on the part of Cook. A party had gone up country on a war expedition, and returned with the dead body of a slain youth. Much of the flesh had been eaten, and one of the officers brought some of this flesh and the head on board the *Resolution*. Several savages who were on the ship at the time, boiled and ate this *in the presence of Captain Cook and his officers*, and the horrid act turned the spectators sick. One of the crew actually

tasted the dreadful food, and a native Otaheitan, Oedidee, who had joined the expedition, viewed and spoke of the proceedings with unmitigated disgust. I suppose Cook wanted evidence of their cannibalism, but it is difficult to understand how he could have tolerated such a feast in his presence.

The *Adventure* was searched for in vain, and all hope of seeing her during the voyage was abandoned, as no *rendezvous* had been fixed.

On the 26th November, Cook left Cape Palliser on a second voyage into the Southern Ocean. The Captain's account of this period and that of the passenger's (Forster's), are strangely divergent. To the iron frame of Cook, everything was comfortable and convenient, but to Forster and his father the hardships were appalling. Scurvy and illness came upon them. "Our situation," he writes, "was indeed very dismal to those who possessed the blessing of health; to the sick, whose limbs were tortured with excessive pain, it was insupportable. The ocean about us had a furious aspect, and seemed incensed at the presumption of a few intruding mortals. A gloomy melancholy air lowered on the brows of our shipmates, and a dreadful silence reigned among us. Salt meat, our constant diet, had become loathsome to us all, even to those who had been bred to a nautical life from their tenderest years. The hour of dinner was hateful to us." . . . and then comes the remark which shews the indomitable spirit of Cook, "The captain" (who had been ill), "seemed to recover as we advanced to the Southward." On January 30th, 1774, in latitude 71° 10' South, they reached the great Southern wall of ice.

Then they turned Northwards, and Cook fell ill, with what he called a bilious colic. He made light of it, but Forster says he was at death's door. In any case, fresh broth was necessary for him, and a dog was killed for this purpose. It was Forster's dog which was sacrificed, so no doubt the dog's master considered Cook in a very bad way.

On the 11th March, 1774, land was sighted, and proved to be Easter Island. Here they landed and observed some strange gigantic statues,* of the origin of which the natives knew nothing, nor did they pay them any respect.

On the 16th of March, they left Easter Island and visited the Marquesas, whose position Cook desired to fix. After procuring fresh food, they sailed hence on the 12th of April, 1774, and ten days afterwards reached Otaheite. Forster was enraptured, quotes Latin, and says:—"They resemble the happy, indolent people whom Ulysses found in Phæacia, and could apply the poet's lines to themselves with peculiar propriety:—

"To dress, to dance, to sing, our sole delight,
The feast or bath by day, and love by night."

On the 15th of May they left this Garden of Eden behind them, visited various islands, including New Caledonia, of which they explored the South-west coast, and likewise Norfolk Island.

I may remark that at every place they touched, the natives either stole, or attempted to steal something; and this led to frequent collisions. Everything was so intensely novel to these aborigines, that they seem to have had an irresistible impulse to possess themselves of a sample of civilization. Cook resented this, and his efforts to make them honest cost him dear, as we shall see.

On one of the islands visited, after leaving the high lands to the South-west

* One of these, if I mistake not, now stands on the right hand side of the entrance to the British Museum, outside the building.



of the Friendly Islands (the Australia del Espirito Santo of Quiros), some of the officers were nearly poisoned by eating portions of two reddish fish. They were seized with pains in the head and bones, attended with a scorching heat all over the body, and a numbness of the joints. The crew of Quiros suffered in a like manner.

Mr. Forster thus describes their very miserable plight:—"Our ship now resembled an hospital. The poisoned patients were still in a deplorable situation; they continued to have gripes and acute pains in their bones. In the daytime they were in a manner giddy, and felt a great heaviness in their heads. At night, as soon as they were warm in bed, their pains redoubled, and robbed them of sleep. The skin peeled off from the whole body, and pimples appeared on their hands. Those who were less affected with pain were much weaker in proportion, and crawled about the decks emaciated to mere shadows. We had not one lieutenant able to do duty; and as one of the mates and several of the midshipmen were likewise ill, the watches were commanded by the gunner and the other mates."

On the 3rd of August they reached another island; and, after some altercation, fired on the natives, the *skirmish ending in the retreat of the English*. Cook, after getting safely on board, evidently lost his temper, for he ordered a round shot to be fired at two natives, who came to return oars which had been lost. His unhappy temper led him to his fate, and it seems almost incredible how really great men appear incapable of ruling their own spirits.

The name of this island is Erromanga, where, sixty-six years afterwards, John Williams, one of the noblest in the missionary band, was foully murdered. The heritage of hate, I fear, remained, and may be indirectly traced to the unfortunate actions of Cook.

This sort of work seems to have been repeated at island after island, invasion and aggression on the part of the English, misunderstandings, and then a resort to gunpowder. As Mr. Kingston says: "Fortunately the muskets supplied to the *Resolution* must have been in very bad order, as they missed fire as often as they went off, or more lives of savages would have been sacrificed." And again, "It would have been difficult to teach untutored savages who had been peppered with duck shot and fired at with bullets and cannon-balls, that their white visitors were influenced by the purest feelings of philanthropy and a desire to do them good."

On the morning of the 28th of August the ship left Resolution Harbour in Tanna Island, and continued a survey on the coasts of the group. The supposed continent of Quiros was soon reduced to narrow dimensions, and when Cook left the point at latitude $15^{\circ} 40'$ and longitude $165^{\circ} 59'$, he named it Cape Lisburne.

At the next stoppage there was more bartering and squabbling, but not so much thieving, according to Cook. It is noted that Forster shot a duck, and so forth. Curious natural formations like the Giant's Causeway in Ireland were observed, and the place was called Botany Island. From this they sailed on 1st October, and bore away for New Zealand.

The natives were still shy of the English. On the 17th of October, Mount Egmont was seen from the mast-head; and, after standing off for a day or so warped up, moored, and started trading. The conduct of the Maoris was somewhat strange. At first, they kept at a distance, armed to the teeth, but eventually established friendly relations. It is noticeable, however, that they would not allow any of the women to approach the British sailors. Cook was

becoming a master in the art of barter and exchange; but kept strongly on his guard, fearing treachery.

On the 10th of November, the *Resolution* again weighed anchor, and left Queen Charlotte's Sound for the last time.

On the 17th of December they made for the west coast of Terra del Fuego. The natives here seem to have struck Cook unfavourably. "Of all the people I have ever seen," he says, "the Pecheras are the most wretched. They are doomed to live in one of the most inhospitable climates in the world, without having sagacity enough to provide themselves with such conveniences as might render life in some measure more comfortable."

Cape Horn was rounded on the 28th December, and an island visited where many seals were slaughtered.

Again, on the 3rd of January, 1775, the *Resolution* put to sea and searched for land between 53 and 54 degrees of latitude. Bird Island was sighted and taken possession of in the name of His Majesty of England. Then another island was named the Isle of Georgia. A wretched spot evidently, for Cook says:—"The disappointment I felt did not, I must confess, affect me much, for to judge of the bulk by the sample, it would not be worth the discovery."

Various other discoveries were made, and then Cook steered for the Cape of Good Hope. On the 16th of March, two sails were sighted, shewing the navigators that they were approaching the track of vessels. On the 21st of March, the *Resolution* anchored in Table Bay. Here was found a letter from Captain Furneaux, explaining the conduct of the Queen Charlotte Sound natives. It seems, that on the 17th December, 1773, the *Adventure's* large cutter, with ten men, had landed to get vegetables. Some quarrel arose, muskets were discharged, and eventually the whole batch of Englishmen were murdered, and some of them eaten. After this misfortune, the *Adventure* had sailed for the Cape, and thence steered for England.

Leaving the Cape, on the 15th of May, St. Helena was sighted; and, on the 28th, the *Resolution* anchored off Ascension. Fayal, in the Azores, was reached on the 13th of July. They sailed again on the 19th, and, on the 29th, made land near Plymouth, anchoring off Spithead next day.

Cook thus concludes his journal:—"But, whatever may be the public judgment about other matters, it is with real satisfaction, and without claiming any merit but that of attention to my duty, that I can conclude this account with an observation which facts enabled me to make, that having discovered the possibility of preserving health amongst a numerous ship's company, for such a length of time, in such varieties of climate, and amidst such continued hardships and fatigues, will make this voyage remarkable in the opinion of every benevolent person, when the disputes about a Southern Continent will have ceased to engage the attention and divide the judgment of philosophers."

And in these modest words he sums up his second voyage:—"It doth not become me to say how far the principal objects of our voyage have been attained. Though it hath not abounded with remarkable events, nor been diversified by sudden transitions of fortune; though my relation of it has been more employed in tracing our course by sea than in recording our observations on shore, this, perhaps, is a circumstance from which the curious reader may infer, that the purposes for which we were sent into the southern hemisphere were diligently and effectually pursued. Had we found out a continent there, we might have been better able to gratify our curiosity; but, we hope our not

having found it, after all our persevering researches, will leave less room for future speculators about unknown worlds remaining to be explored."

I think I will conclude this voyage with a quotation from Mr. Kingston's work on Cook. Perhaps he takes a narrow and severe view of the case; nevertheless his remarks are instructive:—

"It is well," he says, "while admitting the value of the discoveries made, and admiring the perseverance and general prudence of the discoverer, to express deep regret that the scrupulous and unremitting care exercised over the physical health of the crew was not, with equal assiduity and anxiety, manifested in respect of their moral health. Those were not the days in which the souls of sailors were much cared for; but it may be supposed, that the character of this expedition, together with the unusual number of educated gentlemen on board, furnished facilities for Christian exertion, which were not improved. So far, indeed, as the existing records of this voyage inform us, we are led to the conclusion that, instead of setting an example of morality and virtue to the ignorant heathen they visited, it would, in many instances, have been better for the heathen if they had never known those so-called Christians."





COOK'S THIRD VOYAGE.



HAVING landed in England, as stated, on the 30th of July, 1775, it cannot be said that Cook's achievements were altogether unacknowledged by his country. On the 9th of August, he received post rank, and three days afterwards was appointed to a captaincy in Greenwich Hospital, which would have enabled him to live in honourable retirement. In February, 1776, he was elected a fellow of the Royal Society, and in consequence of reading an important paper upon prevention of scurvy, it was decided to present him with the Copley gold medal of the Society. In a speech of eloquent commendation and praise, describing the success of Cook's wise precautions, Sir John Pringle thus concludes:—"For if Rome decreed the civic crown to him who saved the life of a single citizen, what wreaths are due to that man, who, having himself saved many, perpetuates in your Transactions the means by which Britain may now, on the most distant voyages, preserve numbers of her intrepid sons, her mariners, who, braving every danger, have so liberally contributed to the fame, to the opulence, and to the maritime empire of their country."

But Cook, although forty-eight years of age, was as eager for active adventure as a youth of twenty. *Otium cum dignitate* had no charms for him. He had settled the question of the Southern Continent, and when another problem arose for solution, he offered himself to Lord Sandwich, being of course promptly accepted.

For two hundred years the question of a passage by the North-west, round the coast of North America, into the Pacific, had been agitated, and various expeditions had been privately fitted out, but failed to clear up the mystery. Bold adventurers, from the days of Frobisher in 1576, had, from time to time, made the attempt in vain.

At this period enlightened men of science had been again raising the question, and the Admiralty resolved on the expedition known to the world as Cook's Third Voyage.

He received the secret instructions for his guidance on the 6th July, 1776. He was ordered to proceed to Otaheite or the Society Islands, and then having crossed the equator into the Northern tropic, he was to hold such a course as would enable him to find a North-east passage from the Pacific into the Atlantic.

The *Resolution* was again chosen, and with her the *Discovery*, a sloop of 300

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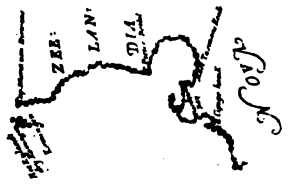
decouverte en 1794

AFRICOENNE

HOLLANDIA
TROPICVS DE
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decouverte en 1644

Carte de F. Houtmann avec les parties rapportees par Middleton en son voyage de 1791



Map of New Holland &c, by Thievet, 1663.



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tons burden, the command of which was given to Captain Clerke, who had been second-lieutenant on Cook's second voyage.

I am aware that this voyage has little or nothing to do with the early discovery of Australia, but I am reluctant to leave untold a few brief particulars of Cook's tragic death.

A very short sketch of the voyage will suffice. After various delays the *Resolution* set sail from Plymouth on the 11th July, 1776, and was joined by the *Discovery* at Table Bay on the 10th November. On the 30th both ships sailed together; and on December 12th, the islands discovered by Marion and Crozett in 1772, were named Prince Edward Island, Marion's, and Crozet's Islands.

From December 24th to 30th, Kerguelin Island, Christmas Harbour, was examined and explored; and on January 12th, 1777, they anchored in Adventure Bay, Van Dieman's Land.

On February 12th, the ships reached Queen Charlotte's Sound, which they left on the 25th, and on the 29th discovered Mangeea Island. Here they remained some time, and among the presents left by Cook was an axe, roughly fashioned of iron. It is still treasured on the island as a relic of the visit.

They left Mangeea on the 30th March, not without regret, as the place seemed capable of supplying all their wants.

After this, on April 1st, Wateea was discovered and visited, and on the 4th they landed on Weno Ete. Then on the 6th, Hervey's Island was visited; and on the 28th, the ship anchored off Komango, where they traded and met with a friendly reception. The natives took to thieving as usual however, which ended in a chief being flogged for stealing a hog.

On the 17th May, they reached Hapae, which consists of four islands of considerable elevation, and here they made acquaintance with the King of Tongatabu—Fenou by name, who on various occasions was entertained on board the *Resolution*. Little did Cook dream that these natives, with whom he had such friendly relations, fully intended murdering him and his ships' crews, and that their amiable monarch was the prime mover in the plot. But through fortuitous disagreement among themselves as to the mode of procedure, Cook and his countrymen escaped.

After leaving the Tonga group they did not see land till the 8th of August, when they fell in with a small island, the natives of which spoke the language of Otaheite, and called their island Toobouai. It was on this island that Christian and the mutineers of the *Bounty* tried to form a settlement in 1789.

On the 12th, Maitea was seen, and soon after Otaheite hove in sight.

At the Friendly Islands, Gilbert* gives us an illustration of Cook's hasty temper. Several cases of thieving had occurred, and "Captain Cook punished this vice in a manner rather unbecoming a European, viz. : by cutting off their ears, firing at them with small shot as they were swimming to the shore, and suffering his people to beat them with oars, and stick the boat-hook into them. One in particular he punished by ordering our people to make two cuts upon his arm to the bone, &c."

Again at Tahiti, according to Captain Cook's own account, a goat was stolen, and all knowledge of the animal denied by the natives. "Therefore," he says, "I set fire to six or eight houses, which were presently consumed with two or three war canoes, &c." Gilbert, referring to this, says that all the tears and

* See Appendix.

entreaties of the women and old men who had been left alone, "could not move Cook to desist in the smallest degree from these cruel ravages."

The discovery of the Sandwich Islands completed this voyage across the Pacific from North to South. The whole summer had been spent in carrying out the main purpose of the expedition, viz., the search for a North-east passage from the Pacific to the Atlantic. The most Northerly point reached was lat. $69^{\circ} 36'$; and, after careful examination, Cook came to the conclusion that these seas were never free from ice, and that the Arctic summer sun never melted it sufficiently to make navigation possible. On October the 26th, he finally left Oonalashka and steered South, appointing the Sandwich Islands as a rendezvous for the *Discovery*. Twelve hundred leagues of coast had been examined in the North Pacific, but the North-east passage problem remained unsolved.

On December 1st, the Sandwich Islands were again reached to the great joy of all on board.

After bartering with the natives of Owhyhee (now called Hawaii) for several weeks, a bay was discovered, and next day the ship came to an anchor in Karakakooa Bay.

A few words of explanation may be allowable as to the causes which led to the tragic death of Cook, to which final point my narrative draws near.

The natives of Hawaii had a legend that a certain god, Rono or Lono, having killed his wife in a fit of jealousy, had been driven by remorse from the island, and his return was thus prophesied by the god himself, "I will return, in after times, on an island bearing cocoa-nut trees, swine and dogs."

When Cook appeared, they imagined him to be the long absent deity, who had come as the bearer of plenty and peace. The ships happened to arrive in the middle of a holy week of *tabu*, and so profound was the belief, that the *tabu* was instantly removed, and tens of thousands flocked to see the great swine god of their ancestors. "When Cook went on shore," says Mr. Hopkins, in his *History of Hawaii*, page 98, "heralds announced his approach, and opened a way for him through the crowds. As he moved, the assemblage covered their faces, and those nearest to him prostrated themselves on the earth in the deepest humility. As soon as Lono had passed, the people sprang up erect and uncovered their faces. The evolution of prostration and erection was found at last so inconvenient, and to require so unwonted an agility, that the practical-minded people found that they could best meet the case by going permanently on their hands and feet; and so at last the procession changed its character, and ten thousand men and women were seen pursuing or fleeing from Captain Cook on all fours."

King, who tells the story, certainly did not understand the significance of all these ceremonies, which were, no doubt, incomprehensible to Cook himself.

According to the former, "they approached to adoration," and there can be no question but that Cook allowed the priests to pay him divine honours, and allowed himself to be worshipped as a god.

Then again a sacred fence, to which many idols were attached or leaning against, was demanded for fuel, and could not be refused to the god Lono. Fancy any unknown being demanding the tombs of Westminster Abbey for ballast; but Cook's demand was, in its way, quite as outrageous.

Then an old seaman died, and was buried on the shore, and it is possible that the natives may have, on this account, begun to have suspicions of the power of Lono. In any case the consumption of hogs and vegetables by the god and his



crew was to be a matter of anxiety with them, and they were very glad to see the last of them on the 4th of February, 1779, when they set sail.

They met with foul weather, and the *Resolution* sprung her foremast in a gale, and on the 10th returned to Karakakooa Bay.

This time they were received quite differently, and the manner of the Hawaiians showed suspicion and distrust. They started thieving as usual, and were rewarded with the usual powder and shot.

Then the *Discovery's* cutter went a-missing, to the great wrath of Cook, who loaded his double-barrelled gun, resolving to seize the king by strategy, and hold him until the cutter was restored. This was on the morning of Sunday, February the 14th. He went on shore with Mr. Phillips and nine marines; and, proceeding to the king's house, easily persuaded the old man, and his two sons, to accompany him on board. As they were embarking, however, one of his wives dissuaded him. Here is the native account of what followed, as given by Mr. Hopkins:—

“Cook, having come ashore, and had an interview with Kalaniopuu, the two walked together towards the shore, Cook designing to take the king on board his ship, and detain him there till the missing boat should be restored. The people, seeing this, and having their suspicions already roused, thronged, and objected to the king's going further. His wife, too, entreated that he would not go on board the ships. Kulaniopuu hesitated. While he was standing in doubt, a man came running from the other side of the bay, crying: ‘It is war. The foreigners have fired at a canoe, from one of their boats, and killed a chief.’ On hearing this, the people became enraged, and the chiefs were alarmed, fearing that Cook would put the king to death.

“Again his wife Kaona used her entreaties that he would not go on board, and the chiefs joined with her, the people, in the meantime, arming themselves with stones, clubs, and spears. The king sat down, and Captain Cook, who seemed agitated, began walking towards his boat. Whilst doing so, a native attacked him with a spear. Cook turned, and, with his double-barrelled gun, shot the man who struck him. Some of the people then threw stones at the Englishman, which, being seen by the men in the boats, they fired on the natives. Cook endeavoured to stop the firing, but, on account of the noise, he was unable to do so. He then turned to speak to the people on the shore, when someone stabbed him in the back with a dagger, and, at the time, a spear was driven into his body. He fell into the water, and spoke no more.”

Such was the melancholy end of this great man—the most skilful and intrepid navigator of his age. Of him, it is not too much to say, that he was the first Englishman who gave shape and outline to the mysterious land of New Holland, and to the distant islands of New Zealand, and that he first opened the eyes of his countrymen to the great possibilities of these remotest countries.

Besides this, he had discovered the Society Islands; and had, on three successive occasions, traversed the Antarctic Ocean. Having sailed completely round the globe, in high latitudes, he had exploded the theory of a great Southern Continent. He had explored the coast of New Caledonia, the next largest island to New Zealand, in the South Pacific. Sandwich Land, the most Southern land known, had been discovered by him, and likewise that lovely archipelago called the Sandwich Islands. He had examined the North American coast for nearly four thousand miles, and ploughed the Arctic seas in quest of a North-west passage.

As a navigator he had no equal; for depth and breadth of knowledge, combined with courage and perseverance, he was the foremost figure of his age. And this was the son of a day labourer. Well may the poet sing—

"The gardener Adam and his wife,
Smile at the claims of high descent."

Had Cook been spared to live as long as his wife, who died at Clapham, at the age of ninety-three, he might have adorned the British peerage; for, in the wars, which soon followed his decease, his clear brain and commanding genius would have been in eager demand. That he would have distinguished himself in naval warfare, there can be no doubt; but no exploit of arms could add to the lustre which already surrounds his name. Like the conqueror of Trafalgar, he departed in the very zenith of his fame. The great sea warrior and the great sea voyager died in the arms of victory.

We know the grand results which immediately followed his great expeditions, and proud as she is of her Australian Colonies, England will ever accord to James Cook a high place among her greatest men.

In a letter addressed by Christopher Columbus to Lord Raphael Sanchez, treasurer to their most invincible Majesties, Ferdinand and Isabella, King and Queen of Spain, the great navigator thus writes regarding the natives of the West Indies, discovered by him in 1493:—

"They practice no kind of idolatry, but have a firm belief that all strength and power, and, indeed, all good things are in heaven, and that I had descended from thence with these ships and sailors; and under this impression was I received, after they had thrown aside their fears. Nor are they slow or stupid, but of very clear understanding; and those men, who crossed to the neighbouring islands, give an admirable description of everything they observed: but they never saw any people clothed, nor any ships like ours. On my arrival at that sea, I had taken some Indians by force from the first island that I came to, in order that they might learn our language, and communicate to us what they knew respecting the country: which plan succeeded excellently, and was a great advantage to us; for in a short time, either by gestures and signs, or by words, we were enabled to understand each other. These men are still travelling with me, and although they have been with us now a long time, they continue to entertain the idea that *I am descended from heaven; and on our arrival at any new place they publish this, crying out immediately with a loud voice to the other Indians, "Come, come and look upon beings of a celestial race."* *

* I print this letter, owing to the interesting fact that the murderers of Captain Cook at Otaheite, some three centuries afterwards, also looked upon the English navigator as a celestial being.





APPENDIX.

EXTRACTS FROM A LECTURE DELIVERED BEFORE THE ROYAL UNITED
SERVICE INSTITUTION BY COL. A. H. LANE FOX, JUNE 5TH, 1868,
ON "PRIMITIVE WARFARE."

DEVELOPMENT OF THE AUSTRALIAN BOOMERANG.



WE now turn to the Australians, a race which, being in the lowest stage of civilization of any with whom we are acquainted, must be regarded as the best representatives of the aboriginal man.

From the Australian sword we may be able to trace the development of a weapon supposed by some to be peculiar to this country; but one which, in reality, has had a very wide range in the earliest stages of culture—I allude to the boomerang.

The Australians, in the manufacture of all their weapons, follow the natural grain of the wood; and this leads them into the adoption of every conceivable curve. The straight sword would by this means at once assume the shape of the boomerang, which it will be seen by the observer, to be constructed by every shade of curve, from the straight line to the right angle, the curve invariably following the natural grain of the wood; that is to say, the bend of a piece of a stem or branch out of which the implement was fabricated.

All savage nations are in the habit of throwing their weapons at the enemy. The desire to strike an enemy at a distance, without exposing oneself within the range of his weapons, is one deeply seated in human nature, and requires neither explanation nor comment. Even apes, as I have already noticed, are in the habit of throwing stones. The North-American Indian throws his tomahawk; the Indians of the Gran Chako in South America, throw the "macana," a kind of club. We learn from the travels of Mr. Blount, in the Levant in 1634, that at that time the Turks used the mace for throwing, as well as for striking. The Kaffirs throw the knob-kerry, as did also the Fidasians of Western Africa. The Fiji Islanders are in the habit of throwing a precisely similar club. The Franks are supposed to have thrown the francisca. The New Zealander throws his patoo patoo, and the Australian throws his "dowak," and the waddy as well

as the boomerang. All these weapons spin of their own accord when thrown from the hand. In practising with the boomerang, it will be found that it does not require that any special movement of rotation should be imparted to it; but if thrown with the point first, it must inevitably rotate in its flight. The effect of this rotation, it will be hardly necessary to remind those acquainted with the law of projectiles, is to preserve the axis and plane of rotation parallel to itself upon the principle of the gyroscope. By this means, the thin edge of the weapon would be constantly opposed to the atmosphere in front; while the flat sides, if thrown horizontally, would meet the air opposed to it by the action of the gravitation; the effect, of course, would be to increase the range of the projectile by facilitating its forward movement, and impeding its fall to the earth. This much, all curved weapons of the boomerang class possess as a common property.

If any large collection of boomerangs from Australia is examined, it will be seen that they vary not only in their curvature, but also in their section; some are much thicker than others, some are of the same breadth throughout, whilst others bulge in the centre; some are heavier than others, some have an additional curve so as to approach the form of an S, some have a slight twist laterally, some have an equal section on both sides, whilst others are nearly flat on one side, and convex on the other.

As all these varieties continued to be employed, it would soon be perceived that peculiar advantages were derived from the use of the flatter class of weapon, especially such as are flat on the under side, for by throwing these in such a manner as to catch the air on the flat side instead of falling to the ground, they would rise in the air, precisely in the same manner that a kite, when a boy runs forward with the string, rises and continues to rise, as long as it is kept up by the air beneath. In like manner, the boomerang, as long as the forward movement imparted to it by the thrower continues, will continue to rise; and the plane of rotation, instead of continuing perfectly parallel to its original position, will be slightly raised by the action of the atmosphere on the forward side. When the movement of transition ceases, the boomerang will begin to fall, and its course in falling will be by the line of least resistance, which is in the direction of the edge that lies obliquely towards the thrower; it will, therefore, fall back in the same manner that a kite, when the string is suddenly broken, is seen to fall back for a short distance; but, as the kite has received no movement of rotation to cause it to continue in the same plane of descent, it soon loses its parallelism, and falls in a series of fantastic curves to the ground. The boomerang will do the same thing if it loses its movement of rotation; but as long as this continues, which it usually does after the forward movement has ceased, it continues to fall back upon the same inclined plane by which it ascended, and finally reaches the ground at the feet of the thrower. There are various ways of throwing the boomerang, but the principles here enunciated will explain the course of its flight in whatever manner it may be thrown.

Now, it is evident that this particular mode of flight would be of great advantage to the savage; for we learn from a paper in the *Transactions of the Ethnological Society*, by Mr. Oldfield, who speaks from experience, the natives usually employ this weapon against large flocks of ducks, or wild-fowl, in rivers and marshes; the weapon, after striking or missing the prey, would return to the thrower, instead of being lost in the morass; its use, therefore, would give to the individual or tribe possessing it, a great advantage over their neighbours in the struggle for life.

But it is evident that the principles of the flight of the boomerang, which I have described, according to the recognised law of projectiles, must have been entirely unknown to the savage; and he can no more be said to have *invented* the boomerang than he can be said to have *invented* the art of sustaining life by nourishment. Instinct prompts him to eat; little better than instinct would enable him to select from among his weapons such as are found most suitable for obtaining food; and we have already seen how he may have been led to the adoption of such an instrument as the boomerang, purely through the laws of accidental variation, guided by the natural grain of the material in which he worked.

The boomerang, though used chiefly for game, is used also as a weapon, and Mr. Oldfield says that it is capable of inflicting a wound several inches in depth.

A further improvement is effected in the flight of the boomerang by giving the arms a slight lateral twist, by means of which it is caused to rise by virtue of rotation, screwing itself up in the air precisely in the same manner as a boy's flying top rises to the ceiling. By means of this addition, the weapon is sometimes made to strike an object in its fall to the ground, behind the thrower, but the twist is not by any means invariable, as anyone may see by examining a collection of these weapons. Nor is it essential to secure a return fall, which I have frequently ascertained by practising with a boomerang which was perfectly flat.

It will be seen that the boomerang passes, by imperceptible gradations, from the straight sword, on the one hand, into the "malga," or kind of pick used for war purposes, on the other; and this Australian malga closely resembles a weapon of the same kind from New Caledonia, which, as already mentioned, is used both as a weapon, and for tilling the ground. There are links of connection between the boomerang and a kind of hatchet, or chopper, called a waddy. A slight swell, or projection, is seen to grow out of one end of the concave side of the boomerang, and this develops into the form of a chopper. In those specimens of this class in which the projection is slightly developed only, the sides of the implement are flat, and the weapon is obviously designed for throwing; but in some of those in which the projection is more fully developed, the shaft is quite round, and the head becomes thick and heavy, so as to render it totally unfit for the purposes of a missile. We see, therefore, the transitions by minute gradations, from a missile to a hand weapon, or *vice versa*. The boomerang, the sword, the malga, and the waddy are thus seen to be allied in such a manner as to make it difficult to determine which of the four was the original weapon; and, if properly arranged to display their development, they should be distributed in branch lines, starting from a common centre, exactly in the same manner that I have suggested the various forms of spear and arrow heads ought to be arranged in the natural order of progression.

COL. A. H. LANE FOX ON THE DEVELOPMENT OF THE CLUB.

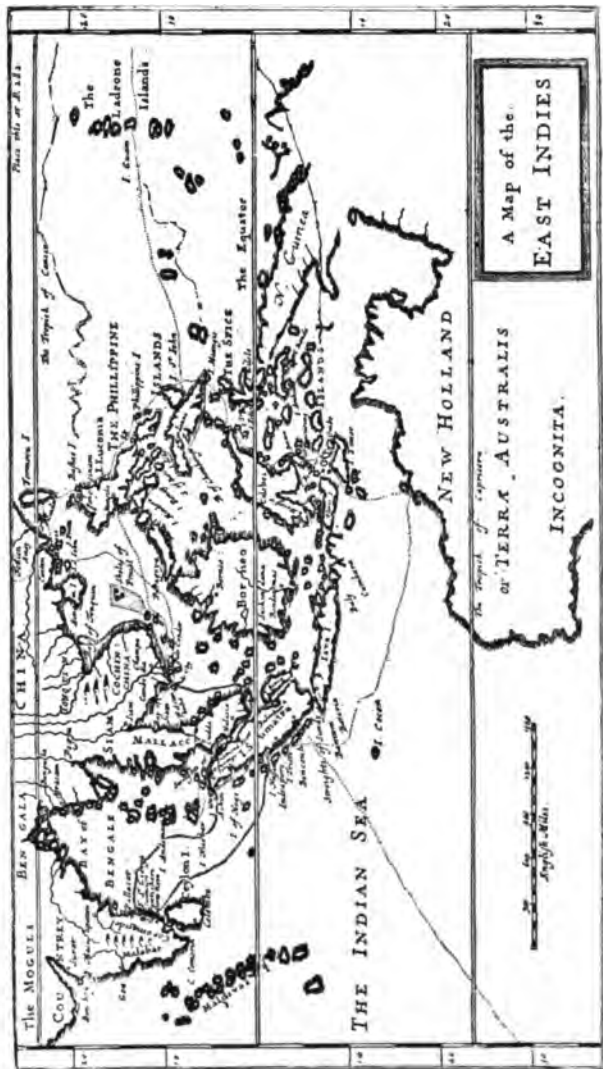
Amongst other implements used for war, the form of which appears to be derived from the same common source as those already described, may be included, the Australian club, and the womera or throwing stick. A series of Australian clubs shows a transition from the plain stick, of equal size throughout, to one having a nearly round knob at the end. Nearly similar to some of these are some of the African forms,

COLONEL A. H. LANE FOX ON CONTRIVANCES FOR THROWING
THE SPEAR.

Amongst the Australian womerars, there are so many varieties, that it is next to impossible to speculate on the priority of any particular form, unless the plain stick, with a projecting peg at the end, may be regarded as certainly the simplest; and, therefore, the earlier form. The womera is held in the right hand, and the projecting peg at the end is fitted into a cavity at the end of the spear, which latter is held in the left hand, in the required direction, until just before the moment of throwing. The spear is then impelled to its destination by the womera, which gives great additional impetus to the arm. A womera from Nicol Bay, of exactly the same general outline as the sword from that locality, except that one of the faces at the end of which the peg is fastened, is concave, and the other convex; this specimen is in the Christy collection. The womera assumes a great variety of forms; some, for example, resembling, on a small scale, the New Zealand paddle, the broad end being held in the hand, and the peg inserted in the small end; others, broad and flat, bulge out in the middle, by successive gradations, until they approach the form of a shield. No reasonable cause, that I am aware of, can be assigned for these different forms, beyond caprice, and the action of the law of incessant variation, which is constant in its operation amongst all the works of the aborigines.

The womera is found on the North-west and South-west coasts of Australia, and Major Mitchell describes it, in the East and central parts of the Continent.

That the womera preceded the bow, appears probable from the fact that no bow is ever used in Australia, unless occasionally upon the North coast, where it is derived from the Papuans. The bow is not indigenous to New Zealand, or in any of the islands of the Pacific, which are peopled by the Polynesian race; it belongs truly to the Papuans, and where it is used elsewhere in the Pacific as a toy, it may very probably have been derived from their Papuan neighbours. The throwing sticks are used in New Zealand, in which country Mr. Darwin describes the practice with them. "A cap," he says, "being fixed at 30 yards distance, they transfix with the spear delivered by the throwing stick, with the rapidity of an arrow from the bow of a practised archer." In New Guinea, Captain Cook saw the lance thrown 60 yards, as he believed, by a throwing stick. I saw the Australians, who exhibited at Kennington Common, throw their spears, with the womera, nearly 100 yards extreme range; but as they practised only for range, I had no opportunity of observing the accuracy of flight. Mr. Oldfield says that their practice has been very much exaggerated by the European settlers, in order to justify acts on their part, which would have otherwise appeared cowardly. He says, that a melon having been put up at a distance of 30 yards, many natives practised at it for an hour without hitting it; after which, a European, who had accustomed himself to the use of this weapon, struck it five times out of six with his spear. Klemm, on the other hand, has collected several accounts of their dexterity in the use of it; he says that the range is 90 yards, and mentions that Captain Phillips received a wound several inches deep at 30 paces. At 40 paces, he says, the Aborigines are always safe at their mark. A sharp flint is usually fixed with gum into the handle of the womera, which they use for sharpening the points of their spears.



MAP OF THE EAST INDIES, FROM DAMPIER'S VOYAGES.

2

COL. A. H. LANE FOX ON THE TRANSITION FROM
CLUB TO SHIELD.

My next example of variation of form is taken from the Australian "hieleman," or shield. It may, on the first cursory consideration of the subject, appear fanciful to suppose that so simple a contrivance as the shield could require a history, or that the plain round target, for example, so common amongst many savage nations, could be the result of a long course of development. Surely, it may be said, the shells of tortoises, or the thick hide of beasts would, from the first, have supplied so simple a contrivance. But the researches in palæo-ethnology teach us that such was not the case; man came into the world naked and defenceless, and it was long before he acquired the art of defending himself in this manner. His first weapon, as I have already said, was a stone or a stick; and it is from one or other of these that we must trace all subsequent improvements. The stick became a club, and it is to this alone that many of the earliest races trust for the defence of their persons. The Dinkas of East Central Africa have no shields, using the club, and a stick, hooked at both ends, to ward off lances. The Shona and the Bagirmi of Central Africa rarely carry shields, and they use a foreign name for it. The Khonds, hill tribes of Central India, have never adopted the shield. The inhabitants of Tahiti use no shield; the Sandwich Islanders use no shield or weapon of defence, employing the javelin to ward off lances; like the Australians and like the Bushmen, they are very expert in dodging the weapons of their enemies. In Samoa, the club is used for warding off lances; and the warriors frequently exercise themselves in this practice. The kerri sticks of the Hottentots are used for warding off stones and assegais. The club head, formed by the divergent roots of a tree, offers great advantages in enabling the warrior to catch the arrows in their flight, and this led to the use of the jagged mace head form of club, which is represented from many different localities; for example, from Fiji, from Central Africa, from Australia, from New Guinea, and from the Friendly Islands. The curved clubs, of which a great many are found in the hands of savages in every part of the world, are exceedingly well adapted to catch and throw off the enemy's arrow. The Australian Malga, or "Lowel," as it is called by the Australians now in this country, is used in this manner. By degrees, instead of using the club as a general weapon, offensive and defensive, especial forms would be used for defence; whilst others would be retained for offensive purposes; but the shield for some time would continue to be used merely as a parrying instrument. Such it is in Australia. In its most primitive form, it is merely a kind of stick, with an aperture cut through it in the centre for the hand. The fore part varies with the shape of the stem out of which it was made; in some, it is round; in others, flat. This form appears to have branched off into two varieties; one developed laterally, and at last assumed the form of a pointed oval; these are frequently grooved on the front, in order to catch the points of the lances. The other variety appears to have assumed a pointed form in front, so as to make the spear glance off to one side. The Australians are exceedingly skilful in parrying with these shields. One of the feats of the Australians now in this country consists in parrying cricket balls, thrown with full force by three persons at the same time. The hieleman is cut out of the solid tree; and, like all their other weapons, invariably follows the grain of the wood.

In 1861, Mr. Oldfield when engaged in collecting specimens of timber for the International Exhibition of 1862, came upon one of these shields, nearly finished and abandoned, but only requiring a few strokes to detach it from the growing tree; and he noticed the immense time and labour it must have cost the native to construct it, not less than 30 cubic feet of wood having been removed in digging it out of the tree, with no better tool than a flint fixed to the end of a stick. Trees of sufficient size for these shields are not found in all parts of Australia; and in those places where they are wanting, the natives only obtain them by traffic with other tribes. The same cause may also account in some measure for the variety in their form; yet, notwithstanding the numerous varieties, they never leave the normal type throughout the continent, and you might as well expect to see the Australians using a firelock of native manufacture, as to find in his hands the circular flat shield which is common in Africa, America, and ancient Europe.

MR. R. H. MAJOR ON THE DIVISION OF POPE ALEXANDER VI.

Mr. R. H. Major reminds us that after 1516 or 1517, Spain began to dispute with Portugal the possession of the Moluccas, as being situated within the hemisphere which had been allotted to them by the bull of Pope Alexander VI., dated 4th of July, 1493. This Pope, in consequence of the disputes which had arisen between the Courts of Lisbon and Toledo, had arranged his celebrated line of demarcation. Don John II., however, who was the King of Portugal, being dissatisfied with the bull, which seemed to deprive him of considerable possessions in the West, made another arrangement with the Spanish monarchs, as already stated.

Then the two nations set forth making discoveries each on their own behalf. Under the guidance of Cabral, the Portuguese, in June, 1500, found Brazil, which lay in their own hemispherical division. About the same time, the Spaniard, Vincent Yanez Pinzou, sailed along the whole of this coast, as far as the mouth of the Orinoco. From this time forward, the line was considered to pass by the Amazon, which had already been explored, and it is in this part that it is laid down on the maps of Herrera—a Spanish cartographer.

The Portuguese, when they took possession of Brazil, continued their discoveries towards the East, and reached the Moluccas, where they established themselves. The possession of the Spice Islands produced such profits to Portugal that the jealousy of the Spaniards was excited. They declared that the Moluccas were within their hemisphere—incited to this contention by Magellan, who, being discontented with the treatment of King Emmanuel, who had refused to increase his pay, fled to Spain and offered his services to Charles V. Not only did he assert that the Moluccas lay within the Spanish boundary, but also the islands of Java and Sumatra, and a portion of the Malay Peninsula. There was, of course, great difficulty in determining longitudes; and the discoveries of the Portuguese appeared to appropriate about one hundred and eighty degrees. Modern maps, however, show us that the Moluccas were actually within the Portuguese division.

Magellan was welcomed by the Spanish Government, then—in the absence of the king—presided over by Cardinal Ximenes de Cisneros; and, in 1519, he was entrusted with the command of a squadron of five vessels which sailed from Jan Lucar in September of that year.

TRANSLATION FROM AN ANCIENT PORTUGUESE MS. REFERRING TO
THE CLAIM OF MANOEL GODINHO DE EREDIA.

“Island of Gold. While the fishermen of Lamakera, in the island of Solor, were engaged in their fishing, there arose so great a tempest that they were utterly unable to return to the shore, and thus they yielded to the force of the storm, which was such that in five days it took them to the Island of Gold, which lies in the sea on the opposite coast, or coast outside of Timor, which is properly called the Southern Coast. When the fishermen reached the Land of Gold, not having eaten during those days of tempest, they set about seeking for provisions. Such happy and successful good fortune had they while they were searching the country for yams and batatas, they lighted on so much gold, that they loaded their boat so that they could carry no more. After taking in water and the necessary supplies for returning to their native country, they experienced another storm, which took them to the Island of Great Ende (Flores). There they landed all their gold, which excited great jealousy amongst the Endes. These same Endes then proposed, like the Lamacheres fishermen, to repeat the voyage; and when they were all ready to start, both the Endes and the Lamacheres, there came upon them so great a trepidation that they did not dare, on account of their ignorance, to cross that Sea of Gold. Indeed, it seems to be a providential act of Almighty God, that Manoel Godinho de Eredia, the cosmographer, had received commission from the Lord Count Admiral, the Viceroy of India within and beyond the Ganges, that the said Eredia may be the means of adding new patrimonies to the crown of Portugal, and of enriching the said Lord Count and the Portuguese nation. And, therefore, all, and especially the said Lord, ought to recognise with gratitude this signal service—which, if successful, will deserve to be regarded as one of the most happy and fortunate events in the world for the glory of Portugal. The discoverer ought, in any case, for many reasons, to be well provided for the gold enterprise. First, on account of the first possession of the gold by the crown of Portugal. Second, for the facility of discovering the gold. Third, because of the gold mine being the greatest in the world. Fourth, because the discoverer is a learned cosmographer. Fifth, that he may at the same time verify the description of the Southern Islands. Sixth, on account of the new Christianity. Seventh, because the discoverer is a very great captain, who proposes to render great services to the King of Portugal, and to the most happy Dom Francisca de Gama, Count of Vidiguiera, Admiral and Viceroy of the Indies within and beyond the Ganges, and possessor of the gold carbuncle and spices of the Eastern Sea belonging to Portugal.”

WRECK OF THE ZEEWYCK.

“To His Excellency and the Noble Councillors of the Netherlandish India.

“We take the liberty of informing you that in sailing from the Cape of Good Hope to Batavia with the Company's late ship *Zeewyck*, we were wrecked on a reef on the ninth of June, 1727, at seven o'clock in the evening, in the first watch.

“The reef against which the vessel struck is surrounded by a very high and heavy surf, and runs in the shape of a half-moon. On the inner side lie many small islands, called Frederick Houtman's Albrohos, which we gained on the

18th of June, and upon which we remained from that day until we had fetched from the wreck everything that seemed to us necessary for the preservation of our life—spars, robes, timber and provisions. As soon as we had got these materials on shore, our carpenter at once set to work, with his men, by order of the officers, and by the help of the common people, to build a vessel, so that we might save our lives, if it pleased God. We called it the *Slopie*, that is the little sloop made up from the wreck of the *Zeeuyck*.

“When it was ready for sea, we made sail with a South wind and fair weather on the 26th of March, having with us the money chests of the Company, as well as provisions for the voyage.

“We continued to enjoy favourable weather throughout the voyage; and so arrived, by God’s blessing, on the 21st April, 1728, in the Straits of Sunda, eighty-two souls, of whom we here subjoin a list for the information of your Nobility and Council.

“We beg to wish you and the Council, from the bottom of our hearts, every prosperity and happiness, and present respectfully our humble services.

“Yours, &c.,

“JAN STEYNS,

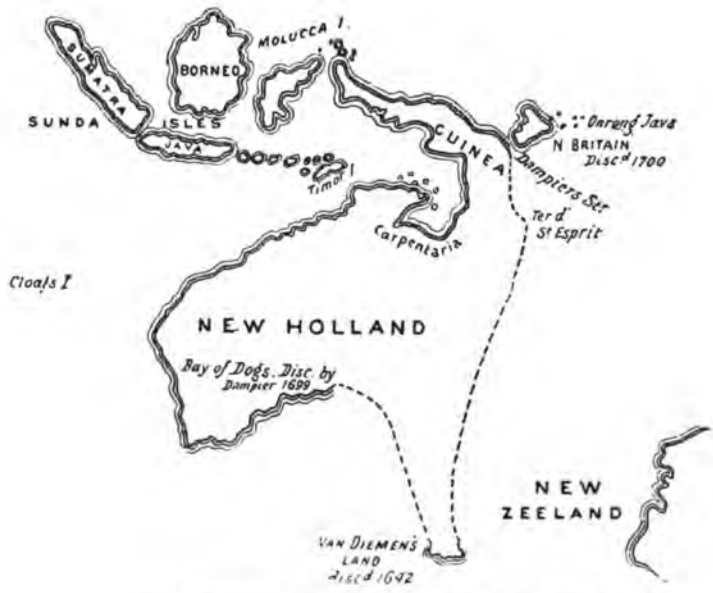
“JAN NOBBENS.”

TASMAN’S JOURNAL.

It appears that the first printed abridgment of Tasman’s MS. Journal of his first voyage was that of D. R. Van Nierop (1669-74). The second was by T. Valantyn in his *Oud en Nieuw Oost Indien* (1724), copied probably from the MS. preserved among the archives at The Hague. The third was by Captain J. Burney in his *Chronological History of the South Seas* (1803-17), Vol. III., chap. iv. This was compiled from the original MS., purchased by Sir Joseph Banks. Burney, for reasons of his own, assumed this copy to be the original, against the advice of Mr. C. G. Woide, a learned clergyman, afterwards an assistant-librarian in the British Museum, who translated it into English.

It does not appear to be generally known that the text of this voyage was first printed *in extenso* by J. Swart in the *Verhandlungen en Berigten Amsterdam*, 1854-1860, from the manuscript signed by Tasman, formerly in the possession of the nautical establishment of Hulst van Keulen, of the same city.

From *The Athenæum*, April 7, 1894.

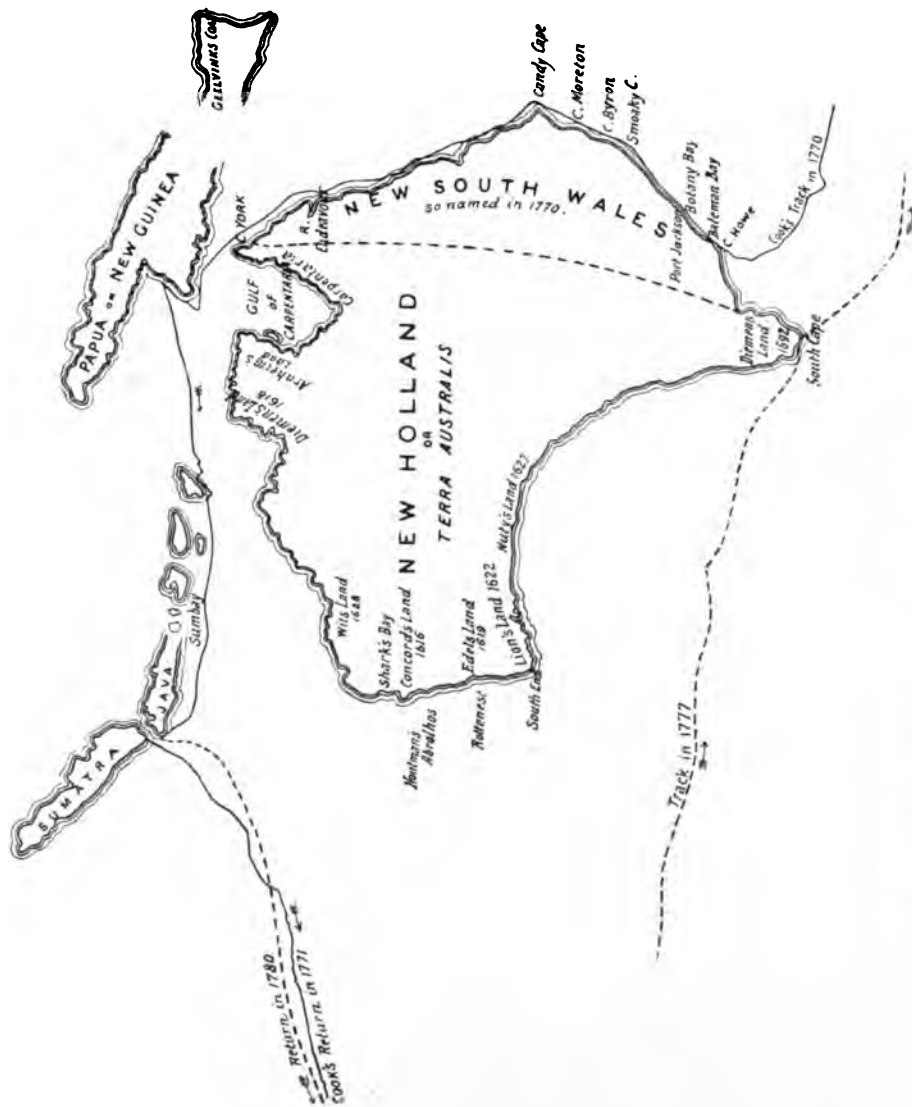


NEW HOLLAND, FROM MAP OF THE WORLD IN
EMANUEL BOWEN'S ATLAS, LONDON, 1747.

NEW
HOLLAND

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COMPARATIVE NOMENCLATURE.*				
NORTH COAST OF SUMBAWA AND JAVA.				
1530-1542. DAUPHIN.	1542-1546. DE ROTZ.	1546-1550. HENRI II.	1550-1644. DESCELIERS.	1644-1894. DUTCH TO MODERN PERIOD.
G. Annape — Lima Arãaram Symbana — Medan	Gumape Cape Bima C. Valraare Sinbana Moro Modã	Guimape Cape Bouina Arãate Simbana Maio Medam	Guanape Cape Bmima Aramaro Simbana Maro Medom	Gunong Api — Bima Kamara? Sumbawa — —
— Curabaia Agacim Tumbam Mandalican — Jappara Jana Chumbar — { Agnada Dollnnt Sinda Canal de Sonda Canal P: des Go C: de Pallimbam — —	Fin de Java Lungrania Sirubina Agizim Tubã — — Japan Jane Elibao Guada Dollim Sunda Canal de Sonda — — — Palinbay — —	— Panaruca Pularacã Calabaia Agacim Tabaur Mandalicã Je Tona Japara Jana Carbam Ye de Cobras Agnada Dallom Cumda { Canal de Souda Charbam — Palimbam — Cap	 Pinaracã Carnbaia Agadim Tabaur Mandalicã Taroua Jaypara Jaua Carbam Y des Cobras Agooda D'allom Cunda { Canal de Cunda Chazbam — Palimbam R Cap	(End of Java) — Surabaya Gresic Japaro Java Sunda
WESTERN COASTS OF JAVA-LA-GRANDE.				
— — R — R dest Po — —	— — — — — — —	G R R Playne R de St. Pierre — —	— — R — Plaine R. de St. P. Cap R	
* For this table of Comparative Nomenclature I am indebted to Mr. George Collingridge.				
† The late Mr. C. H. Coote, of the British Museum, considers this to be an erroneous legend, and interprets it thus from the original Portulano: <i>Agooda da Joham lopis dallvim elle descrobio da que ate Japara</i> , which he thus translates "Watering place of Joao Lopez Dalvim, he discovered from this place as far as Japara." Possibly the writer of names on the Dauphin Chart was unaware that "Dalvim" was a proper name.				



NEW HOLLAND, FROM MAP OF THE WORLD IN LAWRIE & WHITTLE'S ATLAS, LONDON, 1798. SHOWING COOK'S TRACK.



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EASTERN COASTS OF JAVA-LA-GRANDE—Continued.

1530-1542. DAUPHIN.	1542-1546. DE ROTZ.	1546-1550. HENRI II.	1550-1644. DESCELIERS.	1644-1894. DUTCH TO MODERN PERIOD.
Rios	—	R des Basses	R	
R	—	—	R	
—	—	—	Ansse	
—	—	—	R	
Costê des	—	Costê des	Cap des Herbaiges	
Herbaiges	—	Herbaiges	—	
R	—	R	—	
—	—	Cap Po	—	
R	—	R	—	
Ye de	—	R		
Coste de Graral	—	Costê de Gratâl		
—		Playne		
R		R		
R		R		
R		R		
Baye Neusne		Baye Neusne		
R		R		
R		R		
—		R		
C. de Fremose		Cap de Freinose		
R		R		
R		Gouffre		
—		R		
Gouffre		Go		
R		Bay Grande		
—		R		

ISLANDS TO THE NORTH OF JAVA-LA-GRANDE AND
SOUTH OF THE EQUATOR.

Abachachina		Abatochina	Abatôchina	Gilolo
Les Papnas		Les Papaus	Papaus	Papua
Airrom		Arnim	Ariuz	Arroo Islands
Conoir		Canair	Canoie	
Curam		Cutam	Curâ	Goram?
Seillan		Dabeino?	Seilloa	Ceram
Abillaro		Abillato	Abillato	
Bacham		Bacham	Bacham	Batchian
—	—	Xulo		
Bamda		Banida	Banida	Banda
—		Burro	—	Booro
Adia		—	—	
Bomraboir	Bolombor?	Bitibor	Sollic	Solar?
Sollic	Sollic	Sollic		
Callorico	Calorico	Lucapinho		
—		Lucalam		
Terre Hanlê	Tierra Allâ		Coreallâ	High Land

ISLANDS TO THE NORTH OF JAVA-LA-GRANDE AND SOUTH OF THE EQUATOR—Continued.				
1530-1542. DAUPHIN.	1542-1546. DE ROTZ.	1546-1550. HENRI II.	1550-1644. DESCELIERS.	1644-1894. DUTCH TO MODERN PERIOD.
Timoros Alamso Camrera Lenr Ree de Solor { C de Flonis Baen Leao C de Ferra — { Anda ne Barcha Amadnra — Crimacana Bintām Lingua — Vamca Crimalā	Tymor { C dos Flores Bagnaia Lizara Gnefr C de Ferro { An Tāne Bācha Amadura — Crimagane Bintan Llinga — Banca Erimala	Timor { Ye de Timor Tudor Alonso { C: Fleurs Bacalico Lucara Getē Lucaralo C: Fer Amjama Bamcha Amadura P: Babia Guirima Java Bintan Lingua Veilato Vanica Guirimata	Timor { T mor Ye de Timor Tidor Clr Ree de Solor { C. des-pol Balía Ucaro Alē Neacal Fer { Au Tāne Bamcha Amadura — Guirimojo Bentam Ligua Velicitao Vanica —	Timor Allas? The Sea of Solar No boats go here Madura — Bentāng Linga Billiton? Banca Carimata
ISLANDS ON THE WESTERN COAST OF JAVA-LA-GRANDE.				
Ye de Lame De Neige	Ysle de Llame Isle Nege	Ye de Laine Ye de Neige	De Laine De Neige Arenes	Abrinhos
ISLANDS ON THE EASTERN COAST OF JAVA-LA-GRANDE.				
Ye de Aliofer Ye de Tubaros Ysias de Magna Ye de Saill	— — — —	Ye de Altofer Yedes Marsouyns Ys de Magaa Magna Ye de Saill	— — —	Tiburon



FERDINAND MAGELLAN.

1565
1566
1567
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1569

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MARTIN FROBISHER'S DESCRIPTION OF TERRA AUSTRALIS (see Map).

Terra Australis seemeth to be a great firme land lying under and about the South Pole, being in so many places a fruitful soyle, and is not yet thoroughly discovered, but onely seene and touched on the North edge thereof by the travail of the Portingales and Spaniards in the voyages to the East and West Indies.

It is included almost by a parallel passing at 40° in South latitude; yet, in some places it reacheth into the sea with greate promontories even into the tropicke Capricornus. Only these partes are best knowen as over against the Cape of Good Hope (where the Portingales see poppingayes commonly of a wonderful greatnesse) and again, it is knowen at the South side of the Straight of Magellan and is called Terra del Fuego.

It is thoughte this South lande, about the Pole Antarctike, is farre bigger than the North land about the Pole Arctike; but whether it be so or not, we have no certaine knowledge, for we have no particular description hereof as we have of the lande under and above the North Pole.

MS. PRINTED IN THE HAKLUYT SOCIETY'S EDITION OF MARTIN FROBISHER'S VOYAGES.

This MS. is dated 1573, and is endorsed by Lord Burghley, "A Discovery of Lands beyond the Equinoctial." It is probably the earliest proposal tendered to the English Ministry in regard to the colonization of the great unknown South Land. It is entitled:—"The discoverie, traffique, and enjoyenge for the Queen's Majesty and her subjects of all or anie landes and islands and countries, Southwards beyond the equinoctial, or when the Pole Antarctik hath anie elevation above the horizon, and which landes, islandes, and countries be not already possessed or subdued by or to the use of any Christian prince in Europe as by the charts and descriptions shall appear."

DRAKE IN THE STRAITS N.W. OF AUSTRALIA.

Drake, having reached the Moluccas, after a safe passage through the Straits of Magellan, on November 14th, 1579, writes as follows:—"Which day and night (having directed our course to run with Tidore), in casting along the island of Mutyr, belonging to the king of Ternate, his deputy, or vice-king, seeing us at sea, came with his canoe to us without any fear, and came aboard; and after some conference with our General, willed him in wise to run in with Ternate, and not with Tidore, assuring him that the king would be glad of his coming, and would be ready to do what he would require; for which purpose he himself would be that night with the king, and tell him the news, with whom, if he once dealt we should find that as he was a king, so his word should stand; adding further, that if he went to Tidore before he came to Ternate, the king would have nothing to do with us because he held the Portugals as his enemy. Whereupon, our General resolved to run with Ternate, where the next morning early we came to anchor, at which time our General sent a message to the king, with a velvet cloak for a present and a token of his coming to be in peace, and that he required nothing but traffic and exchange of merchandise, whereof he had good store in such things as he wanted.

"In the meantime, the vice-king had been with the king according to his

promise, signifying unto him what good things he might receive from us by traffic, whereby the king was moved with great liking towards us, and sent to our General with special message that he should have such things as he needed and would require with peace and friendship; and, moreover, that he would yield himself and the right of his island to be at the pleasure and commandment of so famous a prince as we served. In token whereof he sent to our General a signet, and within a short time after came in his own person, with boats and canoes, to our ship to bring her into a better and safer road than she was in at present. In the meantime, our General's messenger, having come to the court, was met by certain noble personages with great solemnity and brought to the king, at whose hands he was most friendly and generously entertained.

"The king proposing to come to our ship, sent before great and large canoes, in every one whereof were certain of his greatest statesmen that were about him, attired in white lawn cloth of Calicut, having over their heads, from the one end of the canoe to the other, a covering of their perfumed mats, borne up with a frame made of reeds for the same use, under which every one did sit in his order, according to his dignity, to keep him from the heat of the sun; divers of whom being of good age and gravity, did make an ancient and fatherly show. There were also divers young and comely men, attired in white as were the others. The rest were soldiers, which stood in comely order around about on both sides, without whom sat the rowers in certain galleries, which being three on a side all along the canoes, did lie aft from the side thereof three or four yards, one being orderly built lower than another, in every one of which galleries were the number of fourscore rowers. These canoes were furnished with warlike munition, everyone for the most part having his sword and target, with his dagger, besides other weapons—as lances, calivers, darts, bows and arrows. Also every canoe had a small cast base mounted at least one full yard upon a stock set upright. Thus coming near our ship in order, they rowed past us one after another; and, passing by, did their homage with great solemnity;—the great personages beginning with great gravity and fatherly countenance, signifying that the king had sent them to conduct our ship into a better road.

"Soon after, the king himself appeared, accompanied by six grave and ancient persons who did their obeisance with marvellous humility. The king was a man of tall stature, and seemed to be much delighted with the sound of our music, to whom, as also to our nobility, our General gave presents wherewith they were passing well contented.

"The island is the chief of all the Moluccas, and the king hereof is the king of seventy islands besides. The king, with his people, are Moors in religion, observing certain new moons with fastings; during which fast they neither eat nor drink in the day, but in the night. After that our gentlemen were returned, and as we had here, by the favour of the king, received all things that the place could yield us, our General considering the great distances, and how far he was off from his country, thought it not best here to linger the time any longer; but weighing his anchor, set out of the island, and sailed to a certain little island to the Southward of Celebes, where we victualled our ship, and continued in that and other business twenty-six days. This island is thoroughly grown with wood of a large and high growth, very straight and without boughs, save only in the head or top, where leaves are not much differing from our broom in England. Amongst these trees did show themselves, night by night, an infinite swarm of fiery worms, flying in the air, whose bodies being no bigger than our common



WILLIAM DAMPIER.

W. D. G. S. 1741

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English flies, make such a show and light as if every twig or tree had been a burning candle. In this place breedeth also a wonderful store of bats, as big as large hens; of crayfishes here we wanted no plenty, and they of exceeding bigness, one thereof was sufficient for four hungry stomachs at a dinner, being also very good and restoring meat whereof we had experience; and they dig themselves holes in the earth like coney.

“When we had ended our business here we weighed and set sail to run for the Moluccas; but having at that time a bad wind, and being among the islands, with much difficulty were covered to the Northward of the island of Celebes, where by contrary winds, not being able to continue our course to run Westwards, we were forced to run to the Southward, again finding that course also to be very hard and dangerous by reason of infinite shoals which lie off and among the islands, whereof we had too much trial to the hazard and danger of our ship and lives. For of all other days, upon January the 9th, in the year 1580, we ran suddenly upon a rock, where we stuck fast from eight o'clock at night till four o'clock in the afternoon of the next day, being indeed out of all hope to escape the danger; but our General, as he had hitherto shown himself to be courageous and of a good confidence in the mercy and protection of God, so now he continued the same; and lest he should seem to perish wilfully, both he and we did our best endeavour to save ourselves, which it did so please God to bless, that in the end we cleared ourselves most happily of the danger.

“We lightened our ships upon the rocks of three tons of cloves, eight pieces of ordnance, and certain meal and beans, and then the wind (as it were in a moment, by the special grace of God) changed from the starboard to the larboard of the ship; so we hoisted our sails, and the happy gale drove our ship off the rock into the sea again, to the no little comfort of all our hearts, for which we gave God much praise and thanks, as so great a benefit required.

“On February the 8th following, we fell in with the fruitful island of Baratene, having in the meantime suffered many dangers by winds and shoals. The people of this island are comely in body and stature, and of civil behaviour, just in dealing and courteous to strangers, whereof we had experience in sundry ways, they being most glad of our presence, and they were ready to relieve our wants in those things which their country did yield.

“The men go naked, saving their heads and a cloth round their loins, every man having something or other hanging at their ears. The women are covered from the middle down to the foot, wearing a great number of bracelets on their arms; for some had eight upon each arm, being made, some of bone, some of horn, and some of brass—the lightest whereof, by our estimation, weighed two ounces apiece.

“With these people, linen cloth is a good merchandise and in good request, whereof they make rolls for their heads and girdles to put about them. Their island is both rich and fruitful—rich in gold, silver, copper and sulphur, wherein they seem skilful and expert, not only to try the same, but in working it also artistically into any form and fashion that pleaseth them. Their fruits be divers and plentiful, as nutmegs, ginger, long pepper, lemons, cucumbers, cocoas, figs, sago, with divers other sorts; and among all the rest we had one fruit, in bigness, form and husk like a bay-berry—hard of substance and pleasing of taste, which, being sodden, becometh soft, and is a most good and wholesome victual, whereof we took reasonable store, as we took also of the other fruits and spices; so that, to confess the truth, from the time that we set out of our own country of England

we happened upon no place (Ternate only excepted), wherein we found more comfort and better means of refreshing.

"At our departure from Baratene, we set our course for Java Major; where arriving, we found great courtesy and honourable entertainment. This island is governed by five kings, whom they call Rajas, as Raja Donan, and Raja Mang Bange, and Raja Cabuccapollo, which live as having one spirit and mind. Of the five, we had four a-ship-board at once, and two or three often. They are wonderfully delighted in coloured clothes, as red and green. The upper part of their bodies are naked save their heads, whereupon they wear a Turkish roll as do the Moluccians. . . .

"Not long before our departure they told us that not far off were such great ships as ours, and wishing us to beware. Upon this, our captain would stay no longer. From Java Major we sailed for the Cape of Good Hope, which was the first land until we came to Sierra Leone upon the coast of Guinea. . . . We departed thence upon the 24th day, and arrived in England on November 3rd, 1580, being the third year of our departure."

I here append Cowley's lines on the chair made from the timbers of Drake's ship, the *Pelican*, after her voyage round the world. The chair is preserved in Bodley's Library at Oxford.

"Great Relic, thou, too, in this port of ease,
Hast still one way of making voyages;
The breath of fame, like an auspicious gale
(The greater trade wind which does never fail),
Shall drive thee round the world; and thou shalt run
As long around it as the sun.
The straits of Time too narrow are for thee—
Launch forth into an undiscovered sea;
And steer the endless course of vast Eternity,
Take for thy sail this verse, and, for thy Pilot, me."

CAVENDISH'S DISCOVERIES N.W. OF AUSTRALIA.

"On the 8th of February, by eight of the clock in the morning, we espied an island near Gilolo, called Batochina, which standeth in one degree from the equinoctial line, Northward. On the 14th of February, we fell in with eleven or twelve small islands, lying very low and flat, full of trees, and passed by some islands which be sunk, and have the dry sands lying in the main sea. These islands—near the Moluccas—stand in three degrees and ten minutes to the Southward of the line.

"On the 17th day, one John Gameford—a cooper—died, which had been sick of an old disease a long time. On the 20th day, we fell in with certain other islands, which had many small islands among them, standing four degrees to the Southward of the line. On the 21st day of February, being Ash Wednesday, Captain Havers died of a most severe and pestilent ague, which had held him furiously some seven or eight days, to the no small grief of our General and all the rest of the company, who caused two falcons and one saker to be shot off with all the small shot in the ship, who, after he was shrouded in a sheet and a prayer said, was heaved overboard with great lamentation of us all. Moreover, presently, after his death, myself, with divers others in the ship, fell marvellously sick, and so continued in very great pain for the space of three weeks or a month, by reason of the extreme heat and intemperateness of the climate.

"On the 1st of March, having passed through the Straits of Java Minor and

Java Major, we came to an anchor under the South-west parts of Java Major, where we espied certain of the people who were fishing by the sea-side, in a bay which was under the island. There, our General, taking into the ship's boat certain of his company, and a negro which could speak the Morisco tongue, which he had taken out of the Great St. Anna, made towards those fishers, which, having espied our boat, ran on shore into the wood, for fear of our men; but our General caused his negro to call unto them, who, no sooner heard his call, but, presently, one of them came out to the shore side and made reply. Our General, by the negro, enquired of him for fresh water, which they found, and caused the fishers to go to the king and to certify him of a ship which was come to have traffic for victuals and for diamonds, pearls, or any other jewels which he had, for which he should either have gold or any other merchandize, in exchange. The fishermen answered that we should have all manner of victuals that we would request. Thus the boat came aboard again. Within a while afterwards we went about to furnish our ship thoroughly with food and water.

"About the 8th of March, two or three canoes came from the town unto us, with eggs, hens, fresh fish, oranges and limes; and brought word that we should have had victuals more plentifully, but that they were so far to be brought to us where we rode. Which, when our General heard, he weighed anchor and stood us in near for the town; and, as we were under sail, we met one of the king's canoes coming towards us, whereupon we shook the ship in the wind and stayed for the canoe until it came aboard of us, and stood into the bay which was hard by us, and came to an anchor. In this canoe was the king's secretary, who had on his head a piece of dyed linen cloth, folded up like unto a Turk's turban. He was all naked, saving about the waist. His breast was carved with the broad arrow upon it; he went bare-footed; he had an interpreter with him, which was a Mestigo—that is, half an Indian and half a Portugal, who could speak very good Portuguese. This secretary signified unto our General that he had brought him a hog, hens, eggs, fresh fish, sugar canes and wine (which wine was as strong as a *aqua vitae*, and as clear as any fresh water). He told him further, that he would bring victuals so sufficiently for him as he and his company would request, and that, within the space of four days. Our General used him singularly well, banqueted him royally with many and sundry preserves, wines, both sweet and other, and caused his musicians to make him music. This done, our General told him that he and his company were Englishmen, and that we had been to China, and had had traffic with them there, and that we had come hither to discover, and purposed to go to Molucca. The people of Java told our General that there were certain Portugals in the island, which lay there, as factors, continually to traffic with them, to buy pigeons, cloves, pepper, sugar and many other commodities.

"The secretary of the king, with his interpreters, lay one day aboard our ship. The same night, because they lay on board our ship, before the setting of the watch, our General commanded every man in the ship to provide his arquebus and his shot; and so, with shooting off forty or fifty small shot and one saker himself, set the watch with them. This was no small marvel unto these heathen people, who had not commonly seen any ship so furnished with men and ordnance. The next morning we dismissed the secretary and his interpreter with all humanity.

"On the 4th day after, which was the 12th of March, according to their promise, came the king's canoes; but, the wind being somewhat scant, they could not

get aboard that night, but put into a bay under the island until the next day; and, presently, after the break of day, there came to the number of nine or ten of the king's canoes, so deeply laden with victuals as they could swim—with two great live oxen, half a score of wonderful great and fat hogs, a number of hens (which were alive), drakes, geese, eggs, plantains, sugar canes, sugar in plates, cocoa, sweet oranges and sour, limes, great store of *aqua vitæ*, salt to season victual withal, and almost all manner of victuals else, with divers of the king's officers which were there. Among all the rest of the people in one of the king's canoes, came two Portugals which were of middle stature, and men of marvellous proper personage. They were each of them in a loose jerkin and hose which came down from the waist to the ankle, because of the use of the country, and partly because it was Lent, and a time for doing of their penance (for they account it as a thing of great dislike among the heathen, to wear either shoes or hose upon their feet). They had each of them a very fair and white lawn shirt, with falling bands on the same, very decently—only their bare legs excepted. These Portugals were no small joy to our General, and all the rest of our company, for we had not seen any Christian that was our friend for a year and a-half before. Our General used and entreated them singularly well, with banquets and music. They told us that they were no less glad to see us than we to see them, and enquired of the state of the country, and what was become of Don Antonio, their king, and whether he were living or no, for that they had not of long time been in Portugal, and that the Spaniards had always brought them word that he was dead. Then our General satisfied them in every demand, assuring them that their king was alive and in England, and had honourable allowance of our Queen; and that there was war between Spain and England, and that we were come, under the King of Portugal, into the South Sea, and had warred upon the Spaniards there, and had fired, sunk, and spoiled all the ships along the coast that we could meet withal, to the number of eighteen or twenty sail. With this report they were sufficiently satisfied.

“On the other side they declared unto us the state of the island of Java. First, the plentifulness and great store of victuals of all sorts, and of all manner of fruits as before is set down. Then they described the properties and nature of the people as followeth:—The name of the king of that part of the island was Raja Bolamboam, who was a man held in great fear and majesty among them. The common people may not bargain, sell, or exchange anything with any other nation, without special license from their king: and, if any so do, it is present death for him. The king himself is a man of great years, and hath a hundred wives; his son hath fifty. The custom of the country is this, that whenever the king doth die, they take the body so dead and burn it, and preserve the ashes of him, and within five days next after, the wives of the king so dead, according to the use and custom of the country, everyone of them go to a place appointed, and the chief of the women, which was nearest to him in account, hath a ball in her hand, and throweth it from her, and to the place where the ball resteth, thither they all go and turn their faces to the Eastward, and everyone with a dagger in her hand (which dagger they call a creese, and is as sharp as a razor) stab themselves to the heart, and with their hands do bathe themselves with their own blood, and falling grovelling on their faces, so end their days. This is true, though it seem to any reader to be strange. . . . After we had fully contented these Portugals, and the people of Java, which brought us a store of victuals in their canoes, they took their leave of us, with promise



DRAKE.

From an Original Picture in the possession of
Sir T. F. ELIOTT DRAKE, Bart.

1574

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of good entertainment on our return; and our General gave them three great pieces of ordnance at their departure. Thus, the next day, being the 16th of March, 1588, we set sail towards the Cape of Good Hope, called by the Portuguese, Cabo de Buena Esperanza, on the Southernmost coast of Africa.'

DAMPIER'S VOYAGE.

WRECK OF THE "ROEBUCK," AT ASCENSION ISLAND.

The indifference of the Admiralty of the time is sadly illustrated in the disgraceful state of the *Roebuck*. The best Dampier could do was to patch up her rotten timbers. They brought up at Ascension in a sinking condition on 21st February, 1701. Nothing could be done to save her. Speaking of the leak which the carpenters tried in vain to stop, Dampier writes:—"The plank was so rotten it broke away like dirt, and now it was impossible to save the ship; for they could not come at the leak because the water in the run was got above it. I worked myself to encourage my men, who were very dilligent; but the water still increased, and we now thought of nothing but saving our lives. Wherefore I hoisted out the boat, that if the ship should sink we might be saved; and in the morning we weighed our anchor and warped in nearer the shore, though we did but little good." And after describing the means adopted for getting ashore, Dampier concludes, "Many of my books and papers were lost."

Finally, he writes: "The same earnest desire to clear up mistakes, to do myself justice in the opinion of the world, how unlucky soever it proved to me, is the reason that induced me to publish it. And I persuade myself that such as are proper judges of these sort of performances will allow that I have delivered many things, new in themselves, capable of affording much instruction to such as meditate future discoveries, and which in other respects may be of great utility to the present age and to posterity."

JOHN WELBE.

SLOANE MSS. BRITISH MUSEUM.

In 1713, a person, who had been in the South Sea with Captain Dampier, offered a plan to the British Ministry for a voyage to make a full discovery of *Terra Australis*.

Welbe was an ingenious but distressed projector; and, it appearing that his proposals were made principally with a view to his own relief, they obtained little attention. They were referred to the Admiralty, and afterwards, to the South Sea Company, a Committee of which Company examined and found the matter out of their bounds.

It may be noted that this was *previous* to Captain Dampier's death.

The heads of his scheme were as follows:—

"For a good fourth-rate ship to be equipped for the voyage to carry 180 men, having only her upper tier of guns mounted, leaving the rest ashore, for the convenience of storing additional provisions, and for the ease of the ship. The cooking copper to be hung like a still, so that when water is wanted we can distil salt water and make it fresh. Also a brigantine tender to be provided. To go round Cape Horne to the Island Juan Fernandez, thence to the Solomon Islands, discovered 150 years ago by the Spaniards; but the Court of Spain

did not think fit to settle them, by reason that they had not entirely settled their mainland of Peru. On arriving to search and discover what that country abounds in, and to trepan some of the inhabitants and bring them to England, who when they have learned our language will be proper interpreters. After this, the vessel was to sail for New Guinea, which he supposed to be part of Australia, and thus make further examination."

This scheme having failed, *after* Captain Dampier's death, the ingenious Welbe bethought him of another plan. The original MS., setting forth his proposals of 1716, is in the Bibliothéque Nationale, Paris. They are as follows:—

"Captain John Welbe's proposals for establishing a Company by name of the London Adventurers for carrying on a trade to (and settling colonies in) Terra Australis, and working and improving the Gold and Silver Mines which abound.

"Whereas 'tis well known that there is no nation which do trade from the South Seas to the East Indies but the Spaniards, whose India trade is from Aca-pulco (on the coast of Mexico, in the South Seas) to the Philippine Islands in the East Indies, which ships, in going, keep always to the North-east Trade Wind; and, in coming back, they run to 40° or 45° North, to meet with a Westerly wind to run them to the Eastward, for which reason those Southern parts are not yet fully discovered, nor any part of them settled by any European whatsoever, they lying out of the way of all Trading ships.

"If we look back and trace the course of those European Ships' Voyages that have sailed round the Globe, it may easily be seen how far they were from making any Discoveries in those Southern Parts, the course of their voyages not giving them any opportunities for so doing.

"Magellanus, the Discoverer of the Streights called after his name—the first that sailed West from the South Seas to the East Indies—sailed along the coasts of Peru and Mexico, till he came to California, keeping the North-east Trade Wind.

"Sir Francis Drake, said to be the first Commander that sailed round the Globe (Magellanus being killed by the Indians of Mindanos Island), kept the coast of Peru and Mexico on board, and sailed West for India in the North-east Trade Wind.

"Sir Thomas Cavendish the same.

"Captain Swann, one of the Buccaneers of America, with whom Captain Dampier sailed the first time round the Globe, kept in the North-east Trade Wind from California to India, and was killed at Mindanos, as Magellanus was.

"Captain Rogers, in the *Duke* and *Duchess*, with the *Aca-pulco* ship, kept likewise in the North-east Trade Wind.

"It is here to be observed that from the coast of Peru West to the East Indies, is upwards of 2,500 leagues, which to the Southward of the Line is *undiscovered* to any European (Captain Welbe excepted) who, in the course of his voyage round the World with Captain Dampier, in the years 1703, 1704, 1705, 1706, having many extraordinary opportunities of satisfying and informing himself what Discoveries had been made by order of the Viceroy of Peru for 150 years past, was thereby well assured that the islands named (by the said Captain Welbe) St. George's Islands and New Wales, and some other islands thereabouts, which abound with Mines of Gold and Silver, belong to no European Prince or State; and are, therefore, free for the first Discoverer to

take possession of, which Mines, the Undertaker doubts not to prove, will enrich the British Nation upwards of £50,000,000 sterling, if taken possession of and Colonies settled, which is not half what the kingdom of Peru has produced to the Spaniards since their first Settlement there under Francisco Pizarro, the first Viceroy.

“It is, therefore, proposed that a Joint Stock, not exceeding £2,500,000, be raised to fit out Ships, and settle Colonies forthwith, that the Improvements and Advantages of such Valuable Discoveries may not be lost. And, in order thereto, the said Captain Welbe is now ready to grant Permits to such Persons who are willing to be Proprietors and Adventurers in this said Undertaking. On Grant of which Permits the Proprietors are to pay 1/- on every £100 share, viz., 10/- for every £1,000, to enable the Undertaker to apply for and obtain a Patent, and defray other charges; and no more is to be paid in until at a General Meeting of and by the Proprietors, Directors and Treasurers be chosen, and then no more on each Share than what the Directors at such Meeting shall agree on, and find necessary for carrying on effectually so valuable and advantageous a trade.

“N.B.—The Proposer has no Sinister Ends nor Self-Interest in View, and expects no pay nor any Reward, but such Part of the net Produce of Profits as the Directors shall think fit and agree to allow him.”

LETTERS WRITTEN BY CAPTAIN COOK.

A very eminent author wrote these words a few years ago:—

“What his (Cook’s) private and intimate friends said and thought of him is unknown to us. Beneath the stern commander there was—it is admitted by all—a kindly and human heart. *We must look for proof to the journals of his voyages, because there does not survive, to my knowledge, a single letter from him, or a single word from a personal friend.* His private life—how he lived and talked at home and among his old friends and cronies—is almost as much lost to us as the private life of Shakespeare. Certainly he had some friends—it is most likely he had very few. For, if we consider the course of his life from the age of twenty-seven, it was not such as to continue the old friendships. The rude sailors among whom his boyhood was passed, the rough officers of the merchant service among whom he spent his early manhood—those people could hardly have anything in common with the most scientific officer in His Majesty’s Navy.”

Nevertheless there are a few letters from the greatest navigator of his age still existing, which I give without further comment than that they somehow seem to reflect his modest, manly, generous nature.

The first, which was written shortly before embarking on his second voyage, is addressed to Neville Maskelyne, Astronomer Royal and F. R. S.

Cook had written a paper for the Royal Society called “An Account of the Flowing of the Tides in the South Sea, as observed on board His Majesty’s Barque the *Endeavour*.” The letter is unimportant, but it is the earliest I know of. It runs as follows:—

LETTER No. I.

“Mile End,

“February 5th, 1772.

“Dear Sir,

“I here send you the few Observations I made on the Tides in the

South Sea ; to which I have only to add, that, from many circumstances and observations, I am fully convinced that the flood comes from the Southward, or, rather, from the S. E.

“I am, Sir,

“Your most obedient humble servant,

“JAMES COOK.”

Then come eight letters from Cook to Dr. Douglas, Canon of Windsor, afterwards Bishop of Salisbury. He edited Cook's *Second Voyage*, doing the work honestly and well, in striking contrast to the editor of the *First Voyage*, who completely obscured the great navigator's characteristic straightforward narrative with clouds of scholastic rhetoric.

Douglas may have omitted certain matter, and doubtless with Cook's full approbation, as we see hinted at in one of the letters in question.

The *Third Voyage*, from which Cook never returned, was published in three volumes, quarto ; the first and second from his own log-book and journals, the third from the books of Captain King. The Bishop edited this work, but not with the same regard to Cook's verbal integrity. The sailor's direct simple narrative is mixed up with observations and embellishments, which extinguish the great navigator's personality.

LETTER No. II.

“ Mile End,

“ Thursday, 4th January, 1776.

“ Dear Sir,

“ I have received your obliging favour, and am very sorry it is not in my power to accept of your kind invitation to Windsor.

“ For some time past, I have been looking out for a ship to accompany the *Resolution* on her intended voyage. I expect one will be purchased to-morrow ; but then I shall have to attend to the alterations which will be necessary to be made in her. These things have retarded the copying of my journal. Five books are done which I shall send you by the machine* to-morrow, and if you choose you may return those you have gone through by the same conveyance. I leave it entirely to you to make such alterations as you see necessary, and even think superfluous. By such time as you come to town I hope to have the whole ready to put into your hands.

“ I am, with great esteem,

“ Dear Sir,

“ Your obliged humble servant,

“ JAMES COOK.

“ Dr. John Douglas,

“ Canon of Windsor,

“ Windsor Castle.”

* “ Machine ” here is used as a Scotticism if Cook means “ vehicle,” which no doubt he does.

LETTER No. III.

“ Mile End,

“ January 10th, 1776.

“ Dear Sir,

“ I have received your letter of the 7th, and also the box with its contents. I have not had time to look over the corrections which you have made; but have not the least doubt that they were necessary, and that I shall be perfectly satisfied with them.

“ The remarks you have made on the bits of loose paper I find are very just.

“ With respect to the *amours* of my people at Otaheite and other places, I think it will not be necessary to mention them at all, unless it be by way of throwing a light on the characters or customs of the people we are then among. And even then I would have it done in such a way as might be unexceptionable to the nicest readers. In short, my desire is that nothing indecent may appear in the whole book, and you cannot oblige me more than by pointing out whatever may appear to you as such.

“ I am, Dear Sir,

“ Your most obliged humble servant,

“ JAMES COOK.

“ The Rev. D. Douglas,

“ Canon of Windsor,

“ Windsor Castle.”

LETTER No. IV.

“ Mile End,

“ Thursday morning, 8th March, 1776.

“ Dear Sir,

“ I beg your acceptance of three dozen pints of Constantia wine, white and red; and half-a-dozen of a different sort, which is pale coloured. I will not answer for them being packed in such a manner as to go safe to Windsor, though I think they will.

“ You will herewith receive five books more of my MS., having kept the remaining three, as they want some alteration.

“ I am, Dear Sir,

“ Your most obliged and most humble servant,

“ JAMES COOK.

“ To Rev. Dr. Douglas,

“ Half Moon Street,

“ Piccadilly.”

LETTER No. V.

“ Mile End,
“ 9th March, 1776.

“ Dear Sir,

“ As I intend to look over my whole manuscripts, I shall have an opportunity to make such alterations as may appear necessary to bring it either to the present or past times, if you will be so kind as to give me your opinion on the matter.

“ It was first written in the present tense ; but on finding Dr. Hawkesworth had mostly used the past, I set about altering it ; but I find many places have escaped me.

“ I am, Dear Sir,

“ Your very obliged and most humble servant,

“ JAMES COOK.

“ To the Rev. Dr. Douglas,

“ Canon of Windsor,

“ Windsor Castle.”

LETTER VI.

“ Mile End,
“ April 26th, 1776.

“ Dear Sir,

“ I have just drawn off a hhd. of Madeira, which was round in the *Resolution*. I expected it to have been of the very best, but I think it does not prove so. Perhaps you are a better judge than I am, therefore I must ask your permission to send you a few bottles to taste. I wish to know whether you would have it sent to Windsor or to your town house. If to the former, by what conveyance ?

“ I have had a little conversation with Mr. Strahan about my Journal : he has promised to give it all the assistance in his power.

“ Captain Campbell will look over the nautical part, and Sir Hugh Palliser has also promised his assistance. I have divided it with books and chapters, taking the former voyages and Lord Anson's for my guidance ; but submit the whole to your better judgment, with full hopes that you will make such alterations as you may see necessary.

“ I am, with great esteem and respect,

“ Dear Sir,

“ Your most obliged and very humble servant,

“ JAMES COOK.

“ To the Rev. Dr. Douglas,

“ Canon of Windsor,

“ Windsor Castle.”



CAPTAIN JAMES COOK, R.N.

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LETTER VII.

" Mile End,

" Sunday morning.

" Dear Sir,

" Last night I was favoured with your agreeable letter, and have sent my servant for the books, as you desired. I am very sorry Captain Furneaux's Journal has given you so much trouble. I am, in some measure, in fault for not looking over the copy before it was put into your hands. If it is equally convenient to you, I shall be glad to put off waiting upon you until next Saturday, when I will bring the whole manuscript with me, to let you see how I have divided it into books and chapters.

" By that time I may have the Introduction ready for you to look over. I may also know my Lord Sandwich's opinion on Mr. Forster's work, a part of which, I am told by my friend Dr. Shepherd, is in his Lordship's hands.

" There are some other reasons make me wish to put off our meeting till that day.

" On your return to Windsor, you will find a letter from me requesting your permission to allow me to send you a little Madeira wine, and to know whether you would have it sent to Windsor, or Half Moon Street. Without waiting for your answer, I shall take the liberty to send it to the latter place to-morrow, if the man who has it in charge is but in the way.

" Your acceptance of it will add many obligations conferred on,

" Dear Sir,

" Your very obliged and most humble servant,

" JAMES COOK.

" P.S.—This wine is part of a cask that was round in the *Resolution*. It does not turn out so good as I had a right to expect; but the cooper tells me it will mend in the bottles. I have not tasted it since it was fined and bottled.

" To the Rev. Dr. Douglas,

" Canon of Windsor,

" Windsor Castle."

LETTER VIII.

" Mile End,

" June 11th, 1776.

" Dear Sir,

" Yesterday Mr. Strahan and I went to the Admiralty, in order to meet Mr. Forster, to settle about the publication; but instead of finding them there, I found a letter from him, couched in the following terms:—

" That Lord Sandwich had thought proper to interpret the agreement between us in such a manner as he thought did not agree with its purport; and, as his

Lordship, on that pretence, excluded him from all participation in the Admiralty's assistance, our meeting was rendered unnecessary.

"I afterwards saw Mr. Barrington, who informed me that Mr. Forster had absolutely refused to make the least alteration in his MS.

"What steps my Lord Sandwich will now take, I cannot say; but I apprehend I shall have to publish alone. I do not expect to see his Lordship till Thursday morning; and perhaps, the next day I may leave town, unless I was sure of seeing you on Saturday or Sunday. In that case I would certainly wait a day or two, at all events. What Mr. Forster intends to do I have not heard; but I suppose he will publish as soon as possible; and if so, he will get the last of me. He has quite deceived me. I never thought he would have separated himself from the Admiralty; but it cannot hurt me, and I am only sorry my Lord Sandwich has taken so much trouble to serve an undeserving man.

"I am, Dear Sir,

"Your most obliged humble servant,

"JAMES COOK.

"To Dr. Douglas,

"Canon of Windsor,

"Windsor Castle."

LETTER No. IX.

"Mile end,

"14th June, 1776.

"Dear Sir,

"Last night I received your favour, and as matters stand at present your meeting me in town can be of no use, nor did I wish it, only, if business had called you up, I meant to have waited upon you.

"I was with my Lord Sandwich yesterday morning and found he had not quite given up Dr. Forster, but I believe he will be obliged to do it at last.

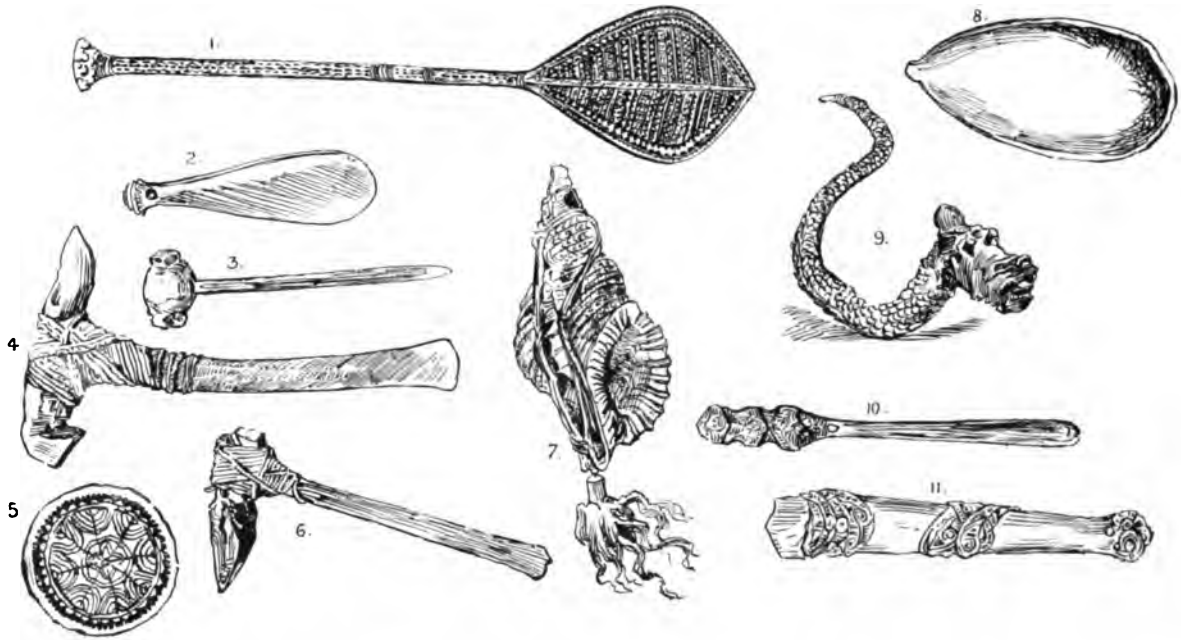
"I had some conversation with the doctor last night, and used all the arguments I was master of to persuade him to submit to his Lordship, but to no manner of purpose.

"The charts are all finished; but the other plates, I am told, will not be done before Christmas, but I am to have the whole. The Admiralty will, I know, forward them as much as possible. I have to remain in town till this matter is settled, and at the desire of Lord Sandwich I shall join Mr. Stewart with Mr. Strahan to manage the publication of my book, &c.

"It is now with Sir Hugh Palliser and Captain Campbell for them to look over the nautical parts. As soon as they have done with it, it shall be put into Mr. Strahan's hands. My Lord Sandwich gave me one engraving concerning Omai, which I have tacked in its proper place in the sixth book. His lordship desired that you might see it, and also the Introduction. This shall be sent you to-morrow by the stage; and as to the other, you can at any time look it over

IMPLEMENTS COLLECTED BY CAPTAIN COOK AND SIR JOSEPH BANKS DURING THE
VOYAGE OF THE "ENDEAVOUR."

(From the Calvert Museum, formerly belonging to Sir Joseph Banks).



- 1 Elaborately carved Paddle, New Zealand.
- 2 Papapatoo, made of Basaltic Greenstone, New Zealand.
- 3 Stone Hammer, New Zealand.
- 4 Stone Hatchet, on which is written: "Brought to England in 1771, by Captain Cook, from Otaheite."
- 5 Carved Tortoise-shell Ornament, upon Conch Shell, Pacific Islands.
- 6 Stone Hatchet, New Zealand.
- 7 Triton-shell, converted into a Trumpet, and mounted with Human Hair and Shinbone, Pacific Islands.
- 8 Wooden Blood-bowl, used to hand round among the victors the blood of those they had slain.
- 9 Carved Dragon Head, with Fish-scale Body, probably from Batavia.
- 10 Meraare (or Sceptre), with idolatrous carving. On it are scratched the words: "Made for me by Wonga.—J.C."
- 11 Carved Ivory Tomahawk Handle, New Zealand.

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at Mr. Strahan's. I shall take care to get a complete list of all the plates to leave with the manuscript, and have already made notes where the most of them are to be placed.

"I thank you for your kind wishes and prayer that neither you nor my worthy friends will be disappointed in their expectations of

"Dear Sir,

"Your very obliged and most humble servant,

"JAMES COOK.

"P. S.—I do not expect to leave town till about the middle of next week, so that you may expect to hear from me again.

"To the Rev. Dr. Douglas,

"Canon of Windsor,

"Windsor Castle."

Another letter is written to the Reverend Mr. Lightfoot, Chaplain to the Duchess of Portland.

I also quote a letter to the *Times* which gave rise to its being brought to light:—

"To the Editor of *The Times*.

"Sir,

"My attention has been called to Mr. Calvert's letter in your paper of September 23rd, in which he falls into an error upon the most important specimen of the whole collection. It has a historical character from the fact of its having been several times alluded to, both in manuscript and print, in the latter years of the last century, and was the cause of a quarrel between the Duchess of Portland and Sir Joseph Banks, which took all the tact of her curate, Mr. Lightfoot, to heal.

"The indomitable commander of the *Scout* could not have had Cook's letter before him. He must have quoted from memory, or he would not have made the blunder of saying Captain Cook gave a tomahawk to a New Zealander and saw the fellow a '*few days afterwards*.'

"In perusing some twenty years' correspondence of Lightfoot's, this bone handle is mentioned as having been carved during the period of Cook's first and second voyages, and there is nothing contradictory to that in Cook's letter, of which I enclose a copy. The letter has no date as to year; of course it must be 1776.

"I am, yours obediently,

"J. TAYLOR."

LETTER No. X.

“ Mile End,
 “ Thursday Morning,
 “ 7th March.

“ Dear Sir,

“ Last night I was favoured with your obliging letter, and am very glad it is in my power to grant your request, so I beg your acceptance of the desired Compass.

“ During my voyage I gave a tomahawk-head to a New Zealander. When I afterwards saw the fellow, the thing had been handled with this beautiful piece of bone carving, proving the skill and cunning ingenuity the savage had shown in so rapidly adapting himself to fresh circumstances, as he had never seen an iron hatchet before.

“ About the same time, we lost from the ship a very large ivory or bone marling spike. It is not impossible that one savage stole our marling spike, and another converted it into the handle. At any rate I bought it off him, and now give it to you together with one of my ship's compasses, which was round in the *Endeavour*. The other one I have long since presented to my friend Banks, *the remaining three belonging to the ship*.

“ I am, Dear Sir,

“ Your obliged and most humble servant,

“ JAMES COOK.”

GEORGE GILBERT'S DIARY.

In the “English Men of Action” series, Sir Walter Besant in “Captain Cook” (London, 1890), quotes a journal never before published. It had been kept by one George Gilbert, of the *Resolution*. He appears to have gone out as master's mate, or midshipman, on board the *Discovery*. By the successive deaths of Captains Cook and Clerke, he was promoted to be lieutenant. On the return of the expedition he received promotion, but immediately afterwards died of small-pox.

RELICS OF CAPTAIN COOK.

And now as to the collection of relics, of which I have inserted diagrams.*

They naturally possess for me a special interest, having been discovered by my grandfather, John Calvert, in a very remarkable manner.

It will be remembered that Sir Joseph Banks accompanied Cook during his first famous voyage in the *Endeavour*; and this eminent *savant* subsequently established a museum at 32, Soho Square, which bore his name. A century ago, this house was the resort of the most illustrious scientists and naturalists of the day.

Robert Brown, the celebrated author of “*Prodromus Floræ Novæ Hollandiæ*,” became Sir Joseph's librarian in 1810; and, on the former's death, he was

* These diagrams are reproductions of those which appeared in the *Graphic*.

IMPLEMENTS COLLECTED BY CAPTAIN COOK AND SIR JOSEPH BANKS DURING THE
VOYAGE OF THE "ENDEAVOUR."

(From the Calvert Museum, formerly belonging to Sir Joseph Banks).



- 1 Head of elaborately carved Wooden Spear, New Zealand.
- 2 Head of elaborately carved Wooden Spear, New Zealand.
- 3 Dagger, edged with Shark Teeth, Pacific Islands.
- 4 Heraldic Symbol of Line of Descent, Tattooed on the left temple, enlarged from No. 5.
- 5 Mummied Head of a New Zealand Chief, with Jade Ear Pendant.
- 6 Carving, representing a Native Deity, New Zealand.
- 7 Papapatoo in Carved Wood, New Zealand.
- 8 Mummied Head of a Native, New Zealand.
- 9 Head of a Spear, Pacific Islands.
- 10 Paddle, Carved with the Symbol or Mark of Lineal Descent of the Chief to whom it belonged, New Zealand.
- 11 Spear Head, edged with Shark Teeth, Pacific Islands.

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appointed by his Will, tenant for life and owner of his library and museum, until he could make arrangements for transferring it to the Trustees of the British Museum.

Mr. John Calvert also owned a museum, partly inherited and partly of his own collection. When it came to his knowledge that the historic building was in the market, he lost no time in possessing himself of the premises, built and designed by the renowned Sir Joseph, who, for so many years, had been virtually Dictator of British Science. To a man of Mr. J. Calvert's tastes, a house sanctified by such associations was a relic much to be desired, and a curio of no mean order.

When my grandfather entered into possession, the museum, which reached from Soho Square to Dean Street, contained many objects of interest, some filling the very niches where Sir Joseph Banks' hand had placed them.

In order to fully explain the finding of the *Endeavour* Relics, I shall transcribe a portion of a letter which appeared in the *London Standard* of 27th September, 1887, over the signature of John Calvert.

He says: "In 1840, I presented Robert Brown with some botanical specimens of interest to him; and, amongst other curios, he showed me the cupboard of *Endeavour* things, and told me the late Sir Joseph had given them to him, presuming that he would reverence them with the devotion which he had, personally, for them, as few persons seemed to care for them. The cupboard was dark, the contents dirty, and Brown shut the door with a kind of pettish slam, muttering: 'Nobody cares a straw for them; I won't show them again;' and I presume he never did.

"Twenty years after, a few days after I took possession of the old museum, viz: 17, Dean Street—the part Brown had lived in so many years, and where he died—no trace of a door was left. It had been pasted over, and the cracks were caulked with dirt, proving it had not been opened for a very long time."

And now I quote a few lines which appeared over Mr. J. Calvert's signature in the *Times* of 23rd September, 1887:—

"The premises came into my possession, and I cut into the panel doors at the end of the gallery, which have been pasted over with old charts for a long time, and discovered the treasures, among which were some manuscripts—maps with the soundings and tracks laid down by the great navigator himself. Also a very beautiful carved bone handle of a tomahawk inlaid with pearl shells."

I return to Mr. J. Calvert's former letter:—

"On making the discovery, I communicated with Mr. Bennett, Robert Brown's acting executor, who said they belonged to the late Dr. Brown—Banks gave them to him. I then bargained for them. A great auk's egg I had found in another part of the building, labelled with the autograph of Sir Joseph Banks, and a pair of red curtains, which hung in what was the studio, and no doubt Sir Joseph had pulled them together many times. Bennett wanted to except the ship's compass, ivory carved handle and rum bottle, but I would have all or none; so he gave way, and I bought all that was left in the house of him.

"This explains, then, the finding of the relics on the 5th May, 1859, which were eventually acquired by Sir Saul Samuel, Agent General of New South Wales, and presented to the colony on the occasion of its centenary celebrations.

"Within the cupboard (which might more properly be termed a tomb, for it contained human remains) was found the inscription: 'Instruments used,

carvings, weapons, and heads, collected by Captain Cook during the voyage of the *Endeavour*.—J. Banks.”

I now quote from *The Daily Telegraph* of 23rd September, 1887: “By industrious research, Mr. J. Calvert has proved incontestably that this, as well as the memoranda on some of the objects, was the veritable handwriting of Banks; and Sir Saul Samuel, into whose possession the find has now come, has abundantly satisfied himself of the genuineness of the objects. It is rather a pity Sir Joseph did not label more of his curiosities. Nowadays it is difficult in some cases to determine the origin. Perhaps the major portion are from New Zealand, and others again from Otaheite, and the varied groups of the Polynesian Archipelago. Three varieties of the human family have contributed these curiosities—the Australian Aborigines, the Maories of New Zealand, and the Polynesians.”

The diagrams are now numbered and described. Whether Sir Joseph would have appended similar descriptions, I know not. Doubtless he might have told us the history of the grim mummified heads, and something more about the horrid blood bowl—which is quite an innocent-looking object in the diagram. The Maori cannibals, themselves, however, present a highly anthropophagous appearance.

From the *Standard* I quote a few words from a lengthy article referring to this long-hidden hoard:

“Among the collection are old quadrants and other instruments used by the famous navigator; two mummified heads of New Zealand Chiefs, covered with the ordinary tattooing; two native models of New Zealand canoes, two large canoe paddles, ornamented spears and war clubs, a native chief's paddle with carving; and a very fine stone hatchet of a type now very rare. On the latter, Sir Joseph has written, ‘Brought to England in 1775 by Captain Cook, from Otaheite.’ There was also a wooden bowl, with lip, used for handing round human blood in the days of cannibalism; and what is described as a ‘wooden sceptre,’ with the words scratched upon it, presumably by Captain Cook, ‘Made for me by Wanga.—J. C.’ Altogether, the collection although of no particular scientific value—for specimens as good, or even better, exist in many private cabinets—yet of real historic interest. Regarding its authenticity there cannot, we think, be any doubt. No one would consider it worth his while to perpetrate so elaborate a fraud for what must be so trifling a gain, with the certainty of immediate detection. The handwriting of both Banks and Cook is well known; and the date of the instruments can, of course, be easily verified. At the same time we should like to have it explained why Captain Cook presented his scientific instruments to Sir Joseph, then Mr. Banks, more especially as they belonged, not to himself, but to the Navy Board, whose servant he was; and why Sir Joseph should have made the mistake of saying that Cook brought the relics from Otaheite in 1775, when in reality he returned from his second voyage *on the 30th of July, 1774.*”

In answer to this latter question, Mr. John Calvert writes to the *Standard*, on 27th September, 1887: “The inscription upon the stone hatchet is ‘Brought to England in 1771, by Captain Cook, from Otaheite’”—not 1775.

This shows the hatchet to have been obtained during Cook's *first* voyage. But supposing the inscription had been 1775, as the *Standard* supposes, where lies the inconsistency? The *Standard* is wrong for once. Cook did not return from his second voyage on the 30th July, 1774, but a year later, namely, 30th



**BLACK SWAN SHOT BY CAPTAIN COOK DURING THE VOYAGE
OF THE "ENDEAVOUR."**

(From the Calvert Museum, formerly belonging to Sir Joseph Banks).



**MICROSCOPE PRESENTED BY THE DUCHESS OF PORTLAND TO
SIR JOSEPH BANKS, FOR HIS USE DURING HIS VOYAGE WITH CAPTAIN COOK
ROUND THE WORLD IN THE "ENDEAVOUR."**

(From the Calvert Museum).

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July, 1775. Did he not sail from Plymouth Sound on July 13th, 1772? and did not his voyage last three years and sixteen days? It seems strange that this blunder should have been committed by a critical journalist in his attempt to correct what he conceived to be an error.

Again, with reference to Cook's right to bestow nautical instruments. In the course of the same letter to the *Standard*, Mr. J. Calvert writes:—

"In a letter from Sir Joseph Banks to a friend of Captain Cook's, to whom he had given a ship's compass, he says:—'James Cook also gave me a ship's compass and a few more instruments we had used on board the *Endeavour*. Several friends had presented him with a few useful things upon his sailing, and your compass is the one I gave, while mine is the one his valued friend, Dr. Douglas, gave him a few days before he started; *that will account for the five compasses on board the Endeavour*, the other three belonging to the ship. The hardships and peril of that voyage have grown in me a lasting attachment for anything connected with the voyage. So my old friend, in his most courteous manner, presented me with a long box, made on board by the carpenter, of wood obtained during the voyage, filled with carved paddles, stone tomahawks, and other strange, savage things. Outside the box some of the large paddles and spears were spoilt by being cut to suit the stowage. He must have anticipated very rough work when he invented his rum bottle of thick glass cased over with iron, which I also have.'"

Finally, I would refer the reader to letter No. X., in which Cook shows that he fully distinguished between his own property and that of the Navy Board.

COOK'S MARRIAGE.

On December 21st, 1762, James Cook was married to Elizabeth Batts. The entry in the parish register of St. Margaret's, Barking, Essex, runs as follows:

"James Cook, of ye Parish of St. Paul, Shadwell, in ye County of Middlesex, Bachelor, and Elizabeth Batts, of ye Parish of Barking, in ye County of Essex, Spinster, were married in this church, by ye Archbishop of Canterbury's license, the 21st day of December, one thousand seven hundred and sixty-two. By George Downing, Vicar of Little Wakering, Essex."

BLACK SWAN SHOT BY COOK.

There are two other undoubted relics of Captain Cook to which I must shortly refer, and of which I have given diagrams. They are both connected with the *Endeavour* voyage. The first is a black swan, which was shot by Captain Cook during his first visit to Australia. It became the property of Sir Joseph Banks, and was included in his ornithological bequest to the British Museum. Montague House was limited as to space, however; and, as one case of stuffed birds was in very bad condition—in fact, the creatures were tumbling off their perches—the whole legacy was rejected, so far as the feathered tribe were concerned. Dr. Brown then became possessed of them, and subsequently the Swan, with other relics, found its way into the Calvert museum.

SIR JOSEPH BANKS' MICROSCOPE.

The other memento of the *Endeavour* voyage is a microscope, which was presented to Sir Joseph Banks by the Duchess of Portland. It is made of brass

and ivory, and of beautiful construction. The maker's name is absent. It has different appliances in a small drawer underneath, and likewise several dozens of prepared specimens, &c. The case is of oak, and of pyramidal shape. It has been thoughtfully surmounted by a ring, so as to make it swing in safety from the roof of a ship's cabin. Regarding its pedigree, I may say that John Calvert acquired it from Dr. Brown, Sir Joseph Banks' executor, in exchange for some botanical specimens.

COOK'S LAST WRITING.

The last words Cook is known to have written show how grievously he was mistaken in his estimate of the savages who murdered him. They are as follows:

"I had never met with a behaviour so free from reserve and suspicion in my intercourse with any tribes of savages as we experienced in the people of this island. . . . It is to be observed to their honour that they never once attempted to cheat us in exchanges, nor to commit a theft. They understood trading or work as most people, and seemed to comprehend clearly the reason for our plying upon the coast. . . . We moored with stream anchor and cable to the Northward, unbent the sails, and struck yards and top-masts. The ships continued to be crowded with natives, and were surrounded with a multitude of canoes. I had nowhere, in the course of my voyage, seen so numerous a body of people assembled at one place. For, besides those who had come off to us on canoes, all the shore was covered with spectators, and many hundreds were swimming round the ship like shoals of fish. We could not but be struck with the singularity of the scene, and perhaps there were few on board who ever lamented our having failed in our endeavours to find a Northern passage homeward last summer. To this disappointment we owed our having it in our power to re-visit the Sandwich Islands, and to enrich our voyage with a discovery which, though the last, seemed in many respects to be the most important that had hitherto been made by Europeans throughout the extent of the Pacific Ocean."

Regarding this statement, Mr. Besant remarks: "These are the last written words of Cook, if indeed he did write them, which only Bishop Douglas can tell us. It is singular, not only that his confidence should prove so mistaken, but that he should also so greatly exaggerate the importance of this new discovery. What is Hawaii? what are all the Sandwich Islands together, compared with New Zealand and Australia?"

COOK'S REMAINS.

In Mr. Gilbert's Journal we find the following: "On the 20th (February, 1779), in the morning, a Chief that we had not seen before came on board to negotiate a peace with us; and promised to restore part of the Captain's body. Accordingly, in the afternoon, Captain Clerke, with three or four boats, well armed, went in shore on the South side, where he concluded a peace with the chief, and brought on board Captain Cook's head and hands, which were all the remains we could possibly procure. The head was too much disfigured to be known, but one of the hands, we were well assured, was his, from a wound which he had formerly received in it which made it remarkable. One of the natives brought about a handful of small human bones, which, he said, belonged to the marines whom they had burnt. We made several enquiries to know



MONUMENT TO CAPTAIN COOK AT SYDNEY, N.S.W.



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if they ate them; but could not find the least reason to believe so, for they seemed to express as great a horror for such an act as any European. They told us that no part of Captain Cook was burnt, but what became of the remainder of his body we could not learn. . . . In the afternoon we buried the remains of our much-lamented commander alongside, with every ceremony due to his rank; whose name will be perpetuated to after ages, and ever stand foremost on the list of British navigators."

BENJAMIN FRANKLIN'S ATTITUDE TOWARDS CAPTAIN COOK.

After Cook had sailed from England, war broke out between Great Britain and America. Dr. Franklin was at that time Minister Plenipotentiary from the Congress of the United States at the Court of France. Acting entirely on his own responsibility, he wrote the following letter:—

"To all Captains and Commanders of armed ships, acting by commission from the Congress of the United States of America, now in war with Great Britain."

"Gentlemen,—

"A ship having been fitted out from England, before the commencement of this war, to make discoveries of new countries in unknown seas, under the conduct of that most celebrated navigator and discoverer, Captain Cook; an undertaking truly laudable in itself, as the increase of geographical knowledge facilitates the communication between distant nations in the exchange of useful products and manufactures, and the extension of arts whereby the common enjoyments of human life are multiplied and augmented, and science of other kinds increased, to the benefit of mankind in general. This is, therefore, most earnestly to recommend every one of you, that, in case the said ship, which is now expected to be soon in the European Seas on her return, should happen to fall into your hands, you would not consider her as an enemy, nor suffer any plunder to be made of the effects contained in her, nor obstruct her immediate return to England by detaining her, or sending her into any other port of Europe or America; but that you treat the said Captain Cook, and his people, with all civility and kindness, affording them, a common friend to mankind, all the assistance in your power which they may happen to stand in need of. In so doing you will not only gratify the generosity of your own dispositions, but there is no doubt of your obtaining the approbation of the Congress and your other American owners.*

"I have the honour to be, Gentlemen,

"Your most obedient, humble servant,

"B. FRANKLIN.

"At Passy, near Paris,

"10th March, 1779."

* As a matter of fact, the Congress instantly reversed the learned doctor's recommendation, and directed that special pains should be taken to seize Captain Cook and his belongings.

The Spanish Government acted on similar principles of jealousy. To the French nation alone was reserved the honour of according the explorer protection, and so setting an example of magnanimity and humanity.

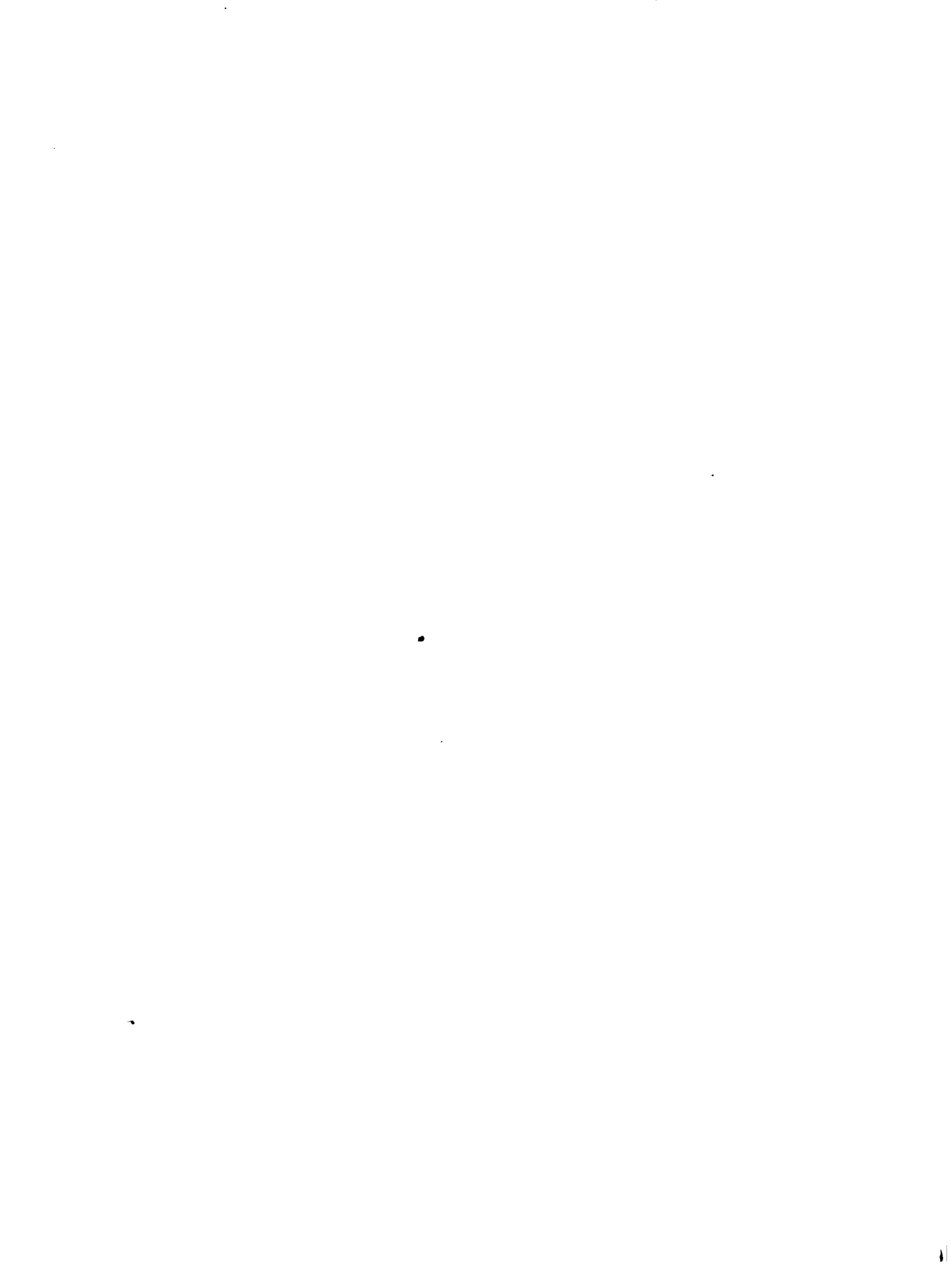
MISS HANNAH MORE ON CAPTAIN COOK.

"HAD those advent'rous spirits who explore
Through ocean's trackless wastes, the far-sought shore,
Whether of wealth insatiate, or of power,
Conquerors who waste, or ruffians who devour:
Had these possess'd, O Cook! thy gentle mind,
Thy love of arts, thy love of humankind;
Had those pursued thy mild and lib'ral plan,
Discoverers had not been a curse to man!
Then, bless'd Philanthropy! thy social hands
Had link'd dissever'd worlds in brothers' hands;
Careless if colour or if clime divide;
Then, lov'd and loving, man had liv'd and died."

LIST OF CIRCUMNAVIGATORS WHO PRECEDED COOK.

Ferdinand Magellan	...	...	Sailed from Seville,	1519, and returned	1522
Sir Francis Drake	...	...	„ „ Plymouth,	1577, „ „	1580
Sir Thomas Cavendish	...	...	„ „ „	1586, „ „	1588
Oliver Van Noord	...	...	„ „ Goree,	1598, „ „	1601
George Spilbergen	...	...	„ „ Texel,	1614, „ „	1617
Shouten and Le Maire	...	...	„ „ „	1615, „ „	1617
Cooke, Cowley and Dampier	„	„	„ Virginia,	1683, „ „	1686
William Dampier	...	...	„ „ „	1683, „ „	1686
Dampier and Funnel	...	...	„ „ London,	1703, „ „	1706
* Woodes, Rogers & Courtney	„	„	„ Bristol,	1708, „ „	1711
John Clapperton	...	...	„ „ Plymouth,	1719, „ „	1722
George Shelvocke	...	...	„ „ „	1719, „ „	1722
Roggewein	„ „ Texel,	1721, „ „	1723
Anson	„ „ St. Helen's,	1740, „ „	1744

* On this voyage Dampier was pilot.





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THE DISCOVERY OF AUSTRALIA.

BY ALBERT F. CALVERT.

Extracts from Opinions of the Press.

The monograph, though avowedly based, to a large extent, on the researches of previous writers, is of more than passing interest; and some of its extracts from the journals of the early navigators deserve to be rescued from oblivion, and to be interwoven with tales and more exact knowledge in the pages of this scholarly historical treatise.—*Standard*, November 30th, 1893.

Mr. ALBERT F. CALVERT, who has devoted much study to the past and to the present of our Colonies in the Antipodes, and particularly to West Australia, has investigated in *The Discovery of Australia* the curious and highly controversial subject of the date and circumstances of the first finding of the Continent, and the personality and nationality of its first discoverer. . . . A most valuable feature of the book is the numerous series of reproductions of mediæval maps and other illustrations of what was known of Australia before it became the home of an important branch of the English race.—*Scotsman*, October 2nd, 1893.

Mr. CALVERT, the author of several works on the history, geography, and resources of Australia, has here put forward an extremely interesting volume; one which will be especially valued by all who are attracted by the fascinating subject of the history of geographical research. . . . There is both an archæological and geographical interest about this book, which has been compiled with much labour and care.—*Glasgow Herald*, October 5th, 1893.

Mr. CALVERT has found many tracings on old charts indicating a knowledge of the existence of a great southern Continent, and he thinks that probably some individual navigator landed on the western coast of Australia in the fifteenth or sixteenth century, afterwards bringing the news of his discovery to Europe. . . . The volume is well printed, and the maps are finely reproduced.—*Nature*, November 9th, 1893.

Is a notable addition to the Australian library.—*British Australasian*, October 5th, 1893.

Concerning "The Discovery of Australia," all that is known is embodied in a handsome volume by Mr. ALBERT CALVERT. The ancient maps, reproduced in a most satisfactory style, are singularly interesting.—*Glasgow Evening News*, October 5th, 1893.

This, the latest edition to the literature dealing with our great Australian possessions, is a cleverly compiled work, which will add to the reputation of the talented young author.—*West Middlesex Standard*, September 30th, 1893.

Mr. ALBERT CALVERT has added another valuable and interesting work to the already long list of his books on Australian subjects, and this account of the discovery of the great Antipodean island will, beyond doubt, be taken up with keen interest by all who have any concern with that part of the world. . . . The author has dug up many curious things in relation to the early days of Australia, and much new light is thrown upon the voyagings of Captain Cook in Antipodean waters.—*Colonies and India*, October 7th, 1893.

We have read Mr. CALVERT'S latest contribution to what may be termed the Literature of the Antipodes with very great interest indeed. To his facile pen, readers on both sides of the globe have been recently indebted for a great deal of valuable information about the great island Continent, and the exceedingly readable account of its discovery, and the various claims which have been put forward to the honour of it, which now lies before us, will, we believe, take higher rank than any of Mr. CALVERT'S previous books. . . . Altogether, we can strongly

recommend Mr. CALVERT's history of the discovery of Australia. From the first page to last the book is brimming over with information upon a most important subject, pleasantly put before the reader with a modesty which is very taking.—*North Western Gazette*, October 14th, 1893.

Mr. CALVERT has evidently used all the means at his command to make his book as interesting and complete as possible, and his notes on the maps are well worthy of the attention of all interested in the subject of the discovery of Australia.—*Field*, November 11th, 1893.

To the vast majority of the reading public the details will be entirely new.—*Echo*, March 8th, 1894.

Mr. CALVERT has laid us under an obligation by his antiquarian research.—*Speaker*, March 10th, 1894.

Mr. ALBERT F. CALVERT, who is the author of several monographs upon Western Australia, has issued the *Discovery of Australia*. It claims to be a simple statement of such historical facts as the author could collect, with a reproduction of certain maps illustrating the gradual progress of knowledge regarding Australia. The collation of authorities for the letterpress has been judicious, the maps are highly interesting, and Mr. CALVERT has to be complimented upon issuing a volume so acceptable.—*Sydney Morning Herald*, November 25th, 1893.

This is not everybody's book, but there are few libraries which will not be the richer for it.—*Daily Chronicle*, December 25th, 1893.

Mr. ALBERT F. CALVERT has added another valuable and interesting work to the already long list of his books on Australian subjects, and this account of the discovery of the great Antipodean island will, beyond doubt, be taken up with keen interest by all who have any concern with that part of the world. Not the least interesting feature of this handsome volume is the large number of old maps which have been reproduced. The book is handsomely bound, and is in every way a great credit both to the author and to the publishers.—*European Mail*, October 11th, 1893.

Under the title, *The Discovery of Australia*, Mr. CALVERT has compiled an interesting account, in the form of an abstract chronicle, of Australian voyages from the earliest times, such as offers a consecutive survey of the progress of discovery and of geographical knowledge.—*Saturday Review*, March 10th, 1894.

The volume is extremely curious, and it should interest others besides patriotic Australians.—*National Observer*, February 3rd, 1894.

Mr. CALVERT has shown in more than one volume of no mean importance how delightful and competent a student he is of all that pertains to Australia, past or present. This handsome volume may be regarded as his chief work. As a contribution to historical research it is invaluable, and will not, we should say, be easily shifted from its pride of place as the most thorough investigation which has been given to the world of the earliest discoveries of Australia. The volume is replete with ancient and curious maps, which must have been collected at great cost in time and money.—*Home News*, February 16th, 1894.

A useful task has been undertaken, and very successfully carried out by Mr. CALVERT, in arranging and discussing the claims to the discovery of Australia put forth by various voyagers, from Marco Polo—who is stated to have heard of the great Southern Land from the Chinese—down to Captain Cook. The value of the work has been much enhanced by the reproduction of most interesting old charts.—*Scottish Geographical Magazine*, January, 1894.

Mr. CALVERT's is a useful piece of historical compilation, and the reproduction of the maps is clearly and artistically accomplished.—*Manchester Guardian*, April 17th, 1894.

Mr. CALVERT, who may be considered an authority upon Western Australia, and who is known in Australian mining circles in the city, has just published another work on his favourite Continent. The volume has been printed in an extremely quaint style, well suited to set off the curious Portuguese and other sixteenth century maps, the production of which, together with that of the other plates, leaves nothing to be desired.—*City Press*, March 28th, 1894.

The Discovery of Australia, by ALBERT F. CALVERT, would be an acceptable volume did it contain nothing more than the two dozen old maps between its covers, but the letterpress is a very fair specimen of compilation, Mr. CALVERT being a judicious student of the literature of his subject, with a shrewd instinct for what will interest the general public; and that is not the least of its merits.—*The Guardian*, 28th March, 1894.

With great care and much research Mr. CALVERT has traced the progress of the knowledge of Australia from the earliest times. He has added considerably to the value and interest of his work by the inclusion of many of the oldest maps chronologically arranged, and following the letterpress extracts from the earliest authorities.—*South Australian Register*, 3rd Jan., 1894.

EXPLORATION OF AUSTRALIA. VOL. I.

BY ALBERT F. CALVERT.

Extracts from Opinions of the Press.

Mr. CALVERT has expended much research on his work. He has mastered the long and intricate story of Australian exploration, and he tells it with care and spirit. Others have sought to do the same work before him, but none of them on a scale so complete, or in a style more attractive.—*The Scotsman*, July 15th, 1895.

Mr. CALVERT is a princely companion for any voyage, but in the matter of Australia—his heart's delight—he is hospitable beyond the dreams of the most exacting guest. His latest book is a triumph of the printer's art; noble margin, large type, sumptuous paper, and reckless liberality of portrait and quaint engraving, combining to make our stay with him a veritable feast of history and travel. It may be that when this fascinating tale of the opening up of the Southern World has been finished, other books on its history will seem tame.—*Morning Leader*, July 18th, 1895.

The vast amount of research and observation required in compiling so comprehensive a work as Mr. CALVERT here lays before his countrymen has borne rich fruit, as seed that falls on good ground, and must be pronounced a valuable contribution to Australian literature. No pains have been spared by the publishers in providing a sumptuous edition, amply furnished with portraits and map.—*Lloyd's Newspaper*, July 21st, 1895.

Mr. CALVERT's industry in compilation concerning Australia is enormous and unintermitting. The number of volumes he has already produced on the "Fifth Continent," and its mineral resources, exceeds a dozen, all in a comparatively short time, and this handsome quarto is probably the most readable, and is certainly the most attractive looking of the lot. There are few stories of adventure—as we have had occasion heretofore to remark—more creditable to the world's pioneers than the tale of British enterprise in opening up Australia.—*Daily Chronicle*, July 29th, 1895.

The Exploration of Australia, by Mr. ALBERT F. CALVERT, is improving in size, and luxurious in get-up, endowed with a large open page, good paper and type, many effective woodcuts, and a binding exceptionally tasteful. Mr. CALVERT has already produced (with other works on kindred topics) a book on *The Discovery of Australia*, of which the present work may be regarded as a worthy companion.—*The Globe*, July 29th, 1895.

The Exploration of Australia, by ALBERT F. CALVERT, is a notable work on an important subject, and must ever rank as a leading authority. It is not needful at this date to say ought of the share Mr. CALVERT has borne in Antipodean development; it is not necessary to refer to the banquet given him by many who have the interests of that Colonial possession most at heart. In this work, however, he has probably done more for the land he loves than in all his other efforts put together, since he has produced a thoroughly popular record of its incorporation in the bounds of the Empire.—*Black and White*, August 10th, 1895.

In a large single volume, admirably printed, profusely illustrated, and tastefully bound, which has recently been issued under the title, *The Exploration of Australia*, the eminent geographer, Mr. A. F. CALVERT, has recorded the perilous adventures and strange experiences of the valiant and enterprising Englishmen—from William Dampier (1688) to Ainsworth Horrocks (1846), whose names are identified in the annals of Australia with heroic feats and memorable achievements in connection with the exploration of the largest island in the world. The abundant material at Mr. CALVERT's disposal has been so judiciously dealt with by that gentleman that his magnificent work not only teems with instructive narrative and thrilling episodes of human intrepidity and endurance, but is invested with all the seductive charm and fascinating glamour of romance inspired by imaginative genius.—*Daily Telegraph*, Aug. 16, 1895.

Messrs. George Philip and Son, of Fleet Street, have just issued, accompanied with portraits and a map, a very handsome volume, entitled *The Exploration of Australia*, by ALBERT F. CALVERT, F.R.G.S., a gentleman who has written quite a library on the history and resources of Australia. . . . The author has aimed at making his book popular and readable, rather than statistical and scientific.—*The Morning*, July 6th, 1895.

The Exploration of Australia is a new work by Mr. ALBERT F. CALVERT, the well-known writer on all works connected with that Colony. This is not a boy's work of adventures, but a carefully edited series of narratives, which will please the Royal Geographical Society, and entertain the general reader. Not a detail is wanting, of hardship, of strange happening, of failure, of triumph.—*The Christian World*, July 11th, 1895.

It would almost seem as if Mr. CALVERT's one object in life were to keep Australia before the public, by the persistent making and publishing of books about it. Eleven volumes have not exhausted his enthusiasm, and he duly completes the dozen with the present compilation.—*Glasgow Herald*, July 11th, 1895.

The story is always interesting.—*Times*, July 12th, 1895.

Mr. CALVERT is a well-known mining expert, and a tried explorer, and it redounds greatly to his credit that, amidst his other multifarious duties, he has found time to write, in faultless English, the history of *The Exploration of Australia*. This feat is all the more surprising, as it is only eighteen months ago since he gave us a similar work on *The Discovery of Australia*. As we have just said, the author has that precious gift of being able to express himself in excellent English, and, in addition, he has a bright and racy method, which makes it a pleasure to read his writings.—*Citizen*, July 13th, 1895.

Mr. ALBERT CALVERT has sent me a very splendidly bound copy of his book, *The Exploration of Australia*, and a singularly interesting volume it is at the present time. What Mr. CALVERT doesn't know about Australia seems but little worth learning, and he has put his story in excellent language and in highly interesting fashion. Mr. CALVERT is clearly an enthusiast, his labour in compiling the two hundred and thirty-five pages of which the book consists, bears the seeming of having been one of affection. The volume will be found a very useful one for reference.—*The Pelican*, July 13th, 1895.

Mr. CALVERT has already achieved reputation as a vivid and correct historian in his work, entitled *The Discovery of Australia*, and the book under review is of even greater interest than that volume, which is saying much. . . . The story of the exploration of the vast island is given in strict historical sequence, while the fact of Mr. CALVERT's authorship ensures the authenticity of every detail. Turning from the matter to the manner of the book, we may characterise it as a veritable *édition de luxe*. The illustrations, consisting chiefly of portraits, are on India paper, while the letterpress is on hand-made paper, with broad margins, a delight to the book-lover's eye. Finally, a thoroughly up-to-date map of Australia, by Mr. CALVERT, specially compiled for the volume, gives the completing touch to a deeply interesting book.—*The African Review*, July 13th, 1895.

The Exploration of Australia, by ALBERT F. CALVERT, is a sumptuously produced, and most exhaustive and interesting epitome of the labours of the explorers of the great southern Continent. Mr. CALVERT has wisely endeavoured to make the book readable and popular, rather than statistical and scientific, and the result is a volume which will find a wide circle of readers. The maps and illustrations are excellent, and the printing and paper such as one but seldom meets with nowadays. We congratulate Mr. CALVERT heartily on his performance, and are sure it will materially help to keep alive the national daring and endurance which never found more noble illustration than in the careers of men who laid down their lives in the endeavour to penetrate the great interior deserts of Australia.—*Weekly Times and Echo*, July 14th, 1895.

Mr. CALVERT, who probably knows more of Australia than any man living, has added another handsome volume to his already extensive literary contribution to the history of Australian Exploration. In the work under review, *The Exploration of Australia*, Mr. CALVERT gives us an excellent account of the difficult and hazardous travels of such brave pioneers as Grey, Sturt, Eyre, Russell, Horrocks, and others, in the first half of the present century. . . . He writes in an attractive style, and has chosen his authorities with much discretion. Much information is given on scientific and statistical subjects, but never to the loss of interest, and the book is eminently readable. As a critic must always be, to a certain extent, captious, we venture to suggest to Mr. CALVERT that in the next edition of *The Exploration of Australia* he should add an index to its interesting and varied contents.—*Life*, July 16th, 1895.

The present book is by far the most important Mr. CALVERT has achieved, for *The Exploration of Australia* was a subject that required to be done, and that required also a deal of work to do it adequately. . . . It is the highest praise that can be bestowed on Mr. CALVERT's volume to say, as can truly be said, that it is the most complete yet produced, and that it must ever rank as an authority.—*Glasgow Citizen*, July 18th, 1895.

We have now to hand a handsomely got-up volume, from the pen of Mr. CALVERT, entitled *The Exploration of Australia*. The contents show much research, and full justice has been done

to the subject by the author. . . . Many of the chapters dealing with the attempts of the early explorers are of a fascinating character. . . . The fact that Mr. CALVERT is himself an explorer of repute, adds zest to his vivid account of the work of his predecessors. . . . The value of the volume is much enhanced by the splendid map and plates which accompany it. The work should prove of especial interest just now, in view of the attention now being directed, mainly owing to the efforts of the author, to the enormous mineral resources of Australia; and we commend it most heartily to the notice of our readers as a valuable contribution to the literature of its class.—*Admiralty and Horse Guards Gazette*, July 18th, 1895.

Mr. CALVERT has furnished another valuable contribution to Australian literature, and the description of the experiences of the first explorers in a difficult and bewildering country, where almost everything in nature seemed to reverse the usual order of things, cannot fail to be thoroughly interesting to nearly every class of reader.—*Devon Gazette*, July 23rd, 1895.

The present work is one of the handsomest of its kind we remember to have seen, and the information it contains covers the history of exploration in Australia from the earliest date. The book is appropriately dedicated to the Marquis of Ripon, late Secretary of State for the Colonies. Mr. CALVERT has been at great pains to go through the various records dealing with explorative enterprise at the Pacific end of the world, and he has finished his work off in a most attractive style. One of the features of the volume is the set of portraits of explorers, all of which are admirably rendered.—*European Mail*, July 24th, 1895.

Industry and patient research mark every line in the first volume of this most deeply interesting book, and, indeed, it would be a task of almost insuperable difficulty to describe the gradual unveiling of the great Australian land if to other qualities were not added the strongest feelings of sympathy and true patriotism. It will at once be recognised that it is in this spirit that Mr. CALVERT has set himself to work, and has made to live again such famous Englishmen as William Dampier, Captain Cook, William Charles Wentworth, Captain Sturt, and many others. The reader, with his interest keenly aroused from the first, will find himself quickly absorbed in the excitement and dangers of the expedition which followed one upon the other, and will learn how the greatest Colonial possession under the British flag has, step by step, developed. . . . We congratulate the author with the most earnest sincerity on the success of this great effort, following as it does on an admirable series of works on the Colony with which he is so closely identified.—*Colonies and India*, August 10th, 1895.

Mr. CALVERT, who is a member of numerous learned societies, has written a number of handbooks with reference to Western Australia and its gold interests. The present volume, which is dedicated, by permission, to the Marquis of Ripon, late Secretary of State for the Colonies, is a handsome quarto on the wider subject of Australian exploration. It is a popular work, rather than a volume of original research or the result of a great deal of special study. The author confesses that he is a busy man, without the leisure necessary for the writing of a profound and exhaustive treatise. But, in its own way, the book is one of real value. . . . Though his pen is that of a ready writer, Mr. CALVERT tells his story with much power and picturesqueness, and there can be no doubt that this volume will be widely read. It is illustrated by an excellent map and several portraits.—*Aberdeen Free Press*, August 19th, 1895.

The Exploration of Australia, by ALBERT F. CALVERT, is a monumental work. Its well-known author is a Fellow of many learned societies, a member of many more, and the writer of so portentous a list of works on the Australasian Continent and its resources and conditions of every kind, in every order, that we cannot pretend to summarise, much less to particularise it. . . . The author promises, on his return from his present voyage to Australia, to devote himself to the completion of his comprehensive history of our great Colonial possession. The work will be received with the welcome of appetite whetted by this admirable introduction to its theme.—*World*, August 8th, 1895.

There are few more thrilling stories than that of the exploration of that country, and never has it been more admirably told than by Mr. CALVERT. As a geographer, a geologist, and a mining expert, he is fully qualified to deal with all the aspects of the history, progress, and development of a country possessing such vast mineral resources, but no subject has been treated in a more able or interesting manner than that of exploration.—*Liverpool Courier*, Aug. 30th, 1895.

Mr. CALVERT has been a prolific writer, fourteen works being detailed relating principally to Western Australia and its resources. Probably, the *Exploration of Australia* may be reckoned as Mr. CALVERT'S *magnum opus* as yet. Mr. CALVERT is a very agreeable writer, and his work is presented in a most pleasing form.—*Capitalist*, September 7th, 1895.

Englishmen are proud of the Australian Colonies, and will never weary of listening to the story of the men whose courage and enterprise first made known the nature of the vast area of which they consist. In Mr. ALBERT F. CALVERT'S latest volume, *The Exploration of Australia*,

that story is once more told, largely from the journals of the explorers themselves.—*Westminster Gazette*, August 19th, 1895.

A more handsome volume it would be difficult for printers, binders, and paper-makers to turn out. Nor is the story which Mr. CALVERT has to tell unworthy of the splendid setting he gives it. Such is the material with which Mr. CALVERT has to deal, and we could wish that this volume, which is written in a very popular style, might enjoy the advantage of the wide circulation which his brochures on Western Australia have attained.—*Home News*, Aug. 23, 1895.

Mr. CALVERT's books on Australia represent almost a library in themselves. They deal with every aspect of the Australian past, present, and future. In this volume—a handsome and beautifully-produced quarto—Mr. CALVERT tells the story of Australian exploration. It is a very brave story, with much in it that redounds to the credit of British pluck and enterprise, though it has its dark side also.—*Yorkshire Herald*, August 26th, 1895.

The author of *The Discovery of Australia*, issued some eighteen months since, now presents us with a handsome volume, in which he seeks to set forth the solid ground of undisputed fact.—*Bristol Times and Mirror*, August 31st, 1895.

In this handsome quarto, dedicated to the Marquis of Ripon, the late Colonial Secretary, Mr. CALVERT re-tells the well-worn story of the early Antipodean navigators, and of the more famous of the island explorers of the Continent of Australia.—*Spectator*, September 7th, 1895.

The story of Australian exploration is well told in this beautiful quarto, with its excellent maps and interesting illustrations, especially of the men who led the exploring parties, governed the budding settlements, or otherwise distinguished themselves in the history of the great Southern land. . . . It is an important and interesting book, which should be extensively welcome.—*Asiatic Quarterly*, October, 1895.

Mr. CALVERT's book contains much useful information, and materials enough for many romances. "The Wonderful Story of William Buckley," and many other episodes in Mr. CALVERT's pages, are as marvellous as writers of fiction ever imagined. The book is large and well got up, and full of portraits of Australian heroes, and accompanied by an excellent map.—*Literary World*, September 27th, 1895.

Mr. CALVERT's handsome book gives a very clear and readable account, drawn in large measure from their own diaries, of the works of several of the earlier Australian explorers. . . . Mr. CALVERT's book is enriched by a number of interesting portraits, and a very large and good map, which greatly assists the reader in following the various explorations described.—*Guardian*, October 2nd, 1895.

In a very handsomely got-up volume Mr. CALVERT has ably summarised the leading discoveries and adventures of the earlier explorers of the Australian Continent.—*Morning Advertiser*, October 10th, 1895.

A good many books have been written on the exploration of the Australian Continent. Mr. CALVERT's handsome volume is unquestionably one of the best; and, had it a proper chapter of contents and any index at all, it would be a useful work of reference. This, however, is the severest criticism that can be passed on it. The literature is very interesting, and is full of adventure incurred with the definite object of advancing the welfare of the people.—*St. James's Gazette*, October 4th, 1895.

EXPLORATION OF AUSTRALIA. VOL. II.

BY ALBERT F. CALVERT.

Extracts from Opinions of the Press.

Continuing the work done by him in his book, *The Exploration of Australia*, from its first discovery till the year 1846, Mr. ALBERT F. CALVERT has sought in the present volume to place before his readers in a succinct, but at the same time sufficiently exhaustive form, an account of the exploratory enterprises undertaken in the great southern land from the date of Dr. Ludwig Leichardt's disastrous journey to the present day. He is to be congratulated on a marked improvement in the method of handling the material at his disposal, and the corresponding

